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FRIDAY, JUNE 19, 1959  
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**the new long-wheelbase**

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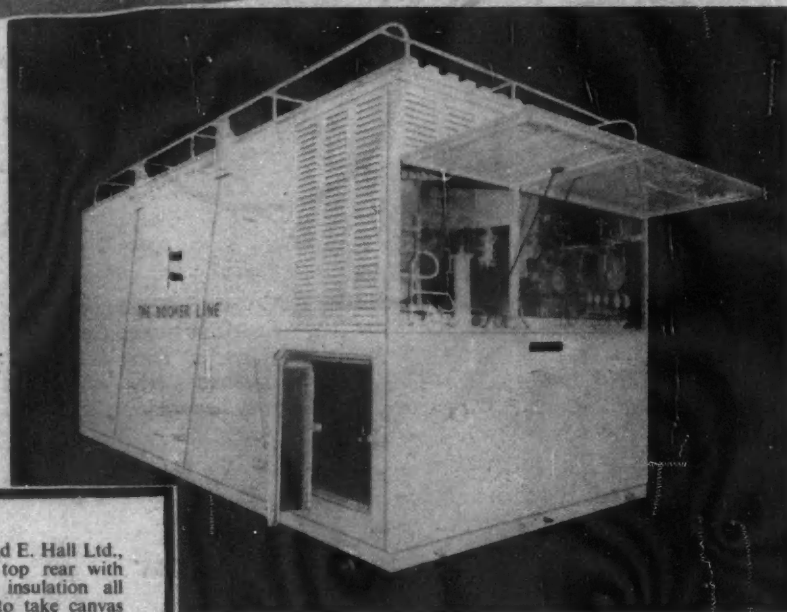
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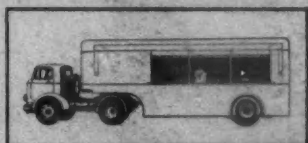
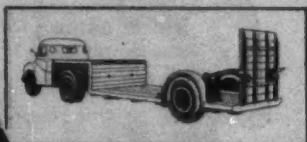


# Extra GOODS WITH CARE

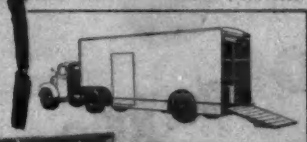
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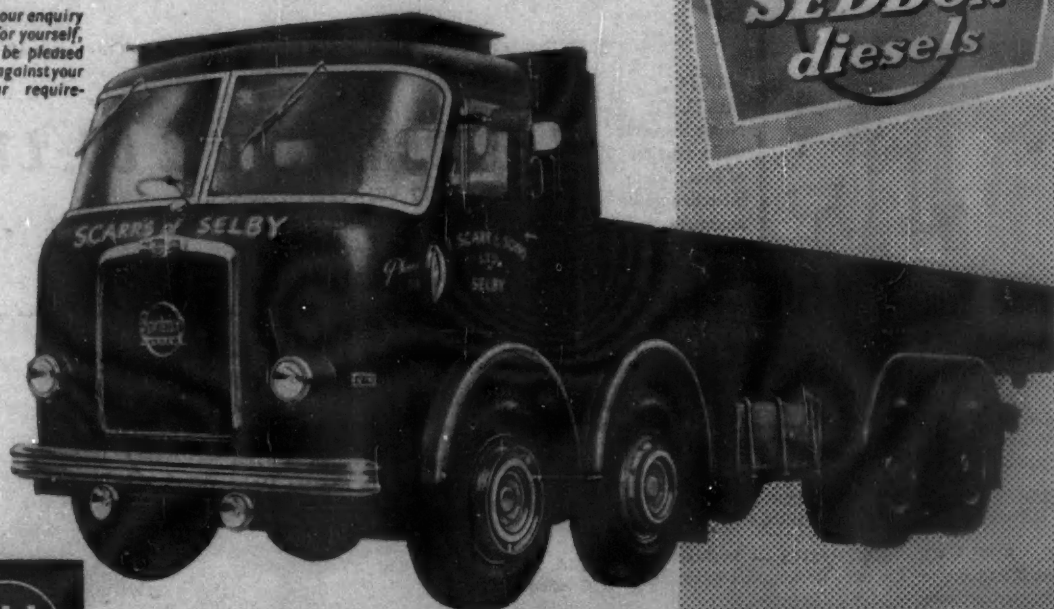
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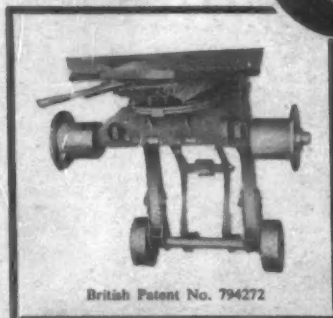
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Motor*, are permissible.

## A Cleaner Britain

**M**ANUFACTURERS of municipal appliances are backing the Government's efforts to make Britain cleaner. Local authorities, too, are showing a greater interest in dustless refuse collection, although inevitably it must be more expensive than the less advanced methods.

The people's elected representatives in Parliament have by statute made it an offence to drop litter in public places. The people must therefore be willing to give effect to the spirit, as well as to the letter, of the law by paying for appliances that will enable refuse to be collected hygienically and the streets to be efficiently cleaned. That is obviously the attitude of the citizens of Birmingham, where the adoption of exclusively dustless collection has been ratified.

In a country such as Britain, which seems to be perpetually swept by high winds, the scattering of refuse during collection from houses and business premises is a common cause of litter. To allow this situation to continue is clearly a breach of the spirit, if not the letter, of the law.

Indeed, refuse-collection teams who permit litter to remain in the road after it has blown or dropped from bins or from vehicles with open loading apertures, may be guilty of an offence. The prosecution of a few workers in these circumstances would probably do more than anything else to speed the general adoption of dustless collection.

### Worth the Price

As *The Commercial Motor* reported on June 5, the extension of dustless collection throughout Birmingham is estimated to increase the cost of the service by £135,990 to £171,090 a year, raising the rate by about 2½d. in the pound. This is a relatively small price to pay for hygiene.

Several important advantages have to be set against the higher cost. The work of collection is made more attractive and the status of the former-styled dustman is raised. Far less manual effort is required and it may well be possible to employ men on refuse collection beyond the age which is reasonable with the more arduous methods. Labour problems, which are acute in industrial areas, are thus materially reduced.

Dustless collectors were prominent at the annual

### Makers and Councils Try to Improve Hygiene in Refuse Collection and Street Sweeping

conference of the Institute of Public Cleansing at Brighton last week, and the British manufacturers who have confidently been pressing the claims of hygiene are now likely to reap their reward. The side-loader will, however, probably continue to be popular for many years, especially in areas where the revenue from the rates is low.

A significant development is the revival of interest in electrics for refuse collection. Two makers of internal-combustion-engined vehicles have turned their attention to electrics, which have such obvious attractions where journeys are short, and particularly where night work is involved. With the improvement of traction batteries there may well be a popular return to electric power for refuse collectors.

### Aid for Small Councils

Street sweeping is another branch of public cleansing in which much-improved appliances are now being offered. Seven makes of equipment were on show at Brighton, and displayed originality of thought and attention to detail. The extension of the range of small models is welcome and should encourage minor local authorities to improve their standards of public hygiene.

It is, however, much to Britain's discredit that Western Germany in particular, and the Continental countries in general, should be so far ahead in public cleansing. Only 14 years after the end of a war in which Germany suffered widespread desolation, dustless refuse collection is practised in almost every large town and in many smaller districts.

Indeed, it has been suggested that side-loading or open rear-loading refuse collectors should be banned from towns with a population exceeding 10,000. Such a proposal in Britain would encounter widespread hostility, but the economic disadvantages in small towns might be overcome by the wider use of contractors' services or by sharing equipment between neighbouring authorities.

It would, however, be unjust to overlook the pioneer work undertaken in Britain by the municipal authorities of Westminster, Sheffield, East Ham, Tottenham and Edinburgh, as well as by Birmingham. Westminster was the first British local authority to introduce dustless refuse collection in 1928. Unfortunately, costs became



prohibitive because of the harsh treatment of bins by householders.

The provision of standard bins is one of the keys to the successful operation of dustless systems, but without the co-operation of the public no scheme to promote hygiene can expect to succeed. In cleansing, as in other

realms of social and economic life, the importance and advantages of new systems, particularly when they are more costly, must be carefully explained to the public in advance of their introduction. With more effective public relations, dustless collection might have made greater progress in Britain.

## Scope for Enterprise

**I**NDUSTRIAL development now taking place in mid-Wales and Kent should be of great benefit to hauliers in two areas where traffic has in the past tended to be sparse. In the five Welsh counties of Brecon, Cardigan, Montgomery, Merioneth and Radnor there is a new upsurge in agriculture and a remarkable increase in the livestock population. Some big new forestry projects are well under way, two vast hydro-electric schemes are in progress and a nuclear power station is being built. Capital works representing a national investment of more than £100m. are in hand.

The Mid-Wales Industrial Development Association are trying to attract new industries to the five counties and have placed a prospectus before more than 25,000 manufacturers, particularly in the Midlands and the north of England. If the invitation to move to mid-Wales is widely accepted there may be a big change in the traffic of some hauliers in the evacuated areas.

Operators in Wales will enjoy a new prosperity and the nature of their businesses will also be substantially altered. Many of them may have to increase their fleets.

In any event, there will be variations in normal user which will require to be made regular by applying for new licences. This is the kind of involuntary change to which the Licensing Authorities give sympathetic consideration.

To a lesser extent, similar circumstances may arise for hauliers in Kent, where a new 22-acre industrial estate at Whitstable is being developed. Clothing, light engineering, paint and printing concerns are negotiating for sites. Manufacturers setting up factories there may qualify for Government grants to cover higher costs of transport of raw materials and finished products, and for other purposes.

These developments present opportunities that vigorous free-enterprise hauliers will not be slow to take.

## Passing Comments

### *To Devon—Quickly*

**I**T is now possible to travel from Leeds and Bradford to Torquay in under three hours. North-South Airlines, in conjunction with B.K.S. Air Transport, Ltd., are operating a service on Saturdays and Sundays during the summer from Yeoman airport to Exeter, where Devon General "Grey Cars" coaches—every bit as luxurious as the Heron 16-seat aircraft—meet passengers and take them into Exeter, to Torquay and other Devon resorts.

As Devon has become such a popular holiday centre with Yorkshiremen, the new facilities should be a great success. There will be weeping and wailing from British Railways, but they will be able to do nothing about it—except to oppose even more vigorously any attempt by northern coach operators to extend their services to Devon. Kicking the cat is an old human custom.

### *In Dry Dock*

**C**OACHES are providing a valuable adjunct also to the steamer services of P. and A. Campbell, Ltd. When Bristol dock is dry, coaches are now being used to take passengers to Weston-super-Mare to join steamer trips.

Popular combined road and water tours are from Bristol to Weston-super-Mare by coach, thence by steamer to Minehead for a coach trip over Exmoor, or by ship to Cardiff, with a road tour of the Welsh mountains.

### *Velvet Gloves*

**A**S part of the "Be a Better Driver" campaign, the Metropolitan Police have been instructed to give "friendly yet firm advice to the driver who is seen to be inexperienced, thoughtless or inconsiderate." They realize that much bad driving results from frustration and that anything that tends to inflame public hostility towards the

police must be removed. But that will not prevent them from taking "stern measures against drivers who negligently or deliberately take liberties and so place the lives of other road users in jeopardy."

The Lancashire police, like the Metropolitan motor patrols, are making themselves as conspicuous as possible. White-painted cars, with "Police" inscribed in black on the back and front, in addition to the normal police signs, are patrolling Preston by-pass and the Preston-Blackpool road. The crews wear white-topped caps.

### *White Lines at 12 m.p.h.*

**T**HE current white-line fever in Britain gives topicality to a new vehicle developed by the Highway Department of Connecticut, U.S.A., for marking white lines on roads at the rate of 12 m.p.h. By using a sighting device attached to a bracket mounted on the front bumper, the driver can aim the vehicle correctly.

He is in telephonic communication with the spray-gun operative, who sits at the rear behind a 350-gal. tank in which the paint, mixed with tiny reflective glass beads, is contained. The paint is ejected by compressed air. Two 60-cu.-ft. compressors are installed.

The vehicle can spray two continuous lines, one broken and one solid line, a single solid or a single broken line, 4 in. wide. It is being used to lay down white lines on 3,000 miles of main road in the State of Connecticut.

### *Valkommen Till Scania-Dagen!*

**S**UNDAY, May 31, was a dry but cloudy day in Södertälje, Sweden—the home of A. B. Scania-Vabis—and many hundreds of Scania-Vabis employees brought their families to see this year's Scania Day celebrations, which were opened by Mr. Gösta Nilsson, managing director of the company. The entertainments took place

in the open air, close to the factory, all arrangements having been made by the public relations department, headed by Mr. Kaj Sandell.

As one of the associated companies of Scania-Vabis handles Volkswagen car sales throughout Sweden, it is not surprising that suitable emphasis was put upon the Volkswagen car and its possibilities. For example, during the course of one event no fewer than 73 people were deposited in and on one Volkswagen car (surely a world record) which was then driven away—after the passengers had dismounted. A Volkswagen rodeo was also held, several well-known Swedish rally drivers participating, and a procession of Scania-Vabis vehicles, including a new air-sprung bus, took place.

Highlight of the day was a dare-devil act at the top of a 150-ft. mast by two men and a girl with a bicycle, one of the men being a Scania-Vabis transport driver when he is not up the pole. This heart-stopping performance was complicated by a somewhat high wind, to the strains of "Colonel Bogey."

As a finale a Swedish world champion archer shot at several targets to produce the winning number in a lottery for a new Volkswagen car, which was collected on the spot by the somewhat surprised winner, who, earlier in the day, had hitch-hiked to Södertälje.

### Welcoming the Bus

MANY of the inhabitants of Kwa Mashu have recently been moved to a new housing estate from the slums they previously occupied in Durban. A bus service has been specially introduced for their benefit, with the fares subsidized from the Native Transport Levy Fund so that

they are not heavily committed financially by the change.

Helping in this transport are 16 post-war Guy Arab buses, and as will be seen from the illustration, the Mark III—allowing for design changes—is almost as good as new. Most of the vehicles concerned have, indeed, covered an average of 350,000 miles each before going into this service. They were purchased by the Public Utility Transport Corporation shortly after the war as part of a series of orders for Guy vehicles totalling 400, and of these 150 are still in operation by the Corporation. Those used at Kwa Mashu originally had bodies built by the Motor Bodies Construction Co., but they have since been rebodied in the workshops of the P.U.T.C. Their new task is by no means light and that it is thoroughly appreciated is obvious.



Welcome on the mat for a Guy. A new broom sweeps the radiator clean.

## One Hears—

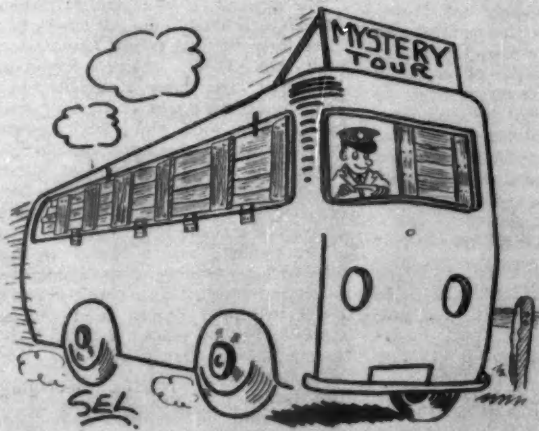
That parked cars send many drivers of mechanical street sweepers loopy.

Of a lot of puffing and blowing in Wiesbaden this week.

That, according to Sir Reginald Wilson, there is a strong bond between journalists and railwaymen.

That they both receive undeserved brickbats from the public.

That journalists can at least relieve their feelings by heaving back the brickbats—sometimes at the railwaymen.



That the Transport Ferry Service's "Empire Celtic" last Tuesday became Noah's Ark.

That 22.4 per cent. of more than 1m. people who were asked for their views on nationalization believed that some or all of the nationalized industries should be returned to private enterprise.

That 40 per cent. said: "No more nationalization."

That, according to Mr. R. Willis, chairman of the T.U.C., workers must not mind being put out into the street through strikes by members of other unions.

That a city police regulation has been relaxed to allow New York's bus operators to accept advertising on buses worth £535,000 a year.

This concession will stave off higher fares.

That the taxi owners now want similar privileges.

That a haulier, who was asked by a traffic examiner whether his licence allowed him to carry sheep, replied: "They are my normal yews, sir."

After that, he deserved all he got.

Of a number of surplus axles for disposal.



## Inquiry into Irregular B.R.S. Vehicle Switch

BY A SPECIAL CORRESPONDENT

**MR. C. R. HODGSON**, East Midland Licensing Authority, is likely to have a straight talk to B.R.S. (Parcels), Ltd., at an inquiry at The Castle, Leicester, on July 13. B.R.S. have applied to delete certain vehicles from their licences, and Mr. Hodgson's decision to hold a public inquiry into the matter is unusual.

He is doing so because the first intimation he had of their removal from his area was when B.R.S. (Parcels), Ltd., applied to the South Wales Licensing Authority at Cardiff (*The Commercial Motor*, May 1 and May 8) to have added to their South Wales fleet eight vehicles formerly operated in the East Midland, Metropolitan and North-western Areas. The authorities had not been notified of the changes and B.R.S. apologized for the irregularity.

No decision has yet been given by Mr. Idris Owen, South Wales Licensing Authority. It may be that he is awaiting the outcome of Mr. Hodgson's inquiry. Mr. Hodgson was Mr. Owen's predecessor as South Wales Licensing Authority.

### Disc-braked Vehicles in Drivers' Contest

**A** TECHNICAL highlight of the Coventry eliminating round of the Lorry Driver of the Year Competition last Sunday was the participation of a Thames Trader 3-tonner and an Austin equipped with disc brakes. The vehicles were entered by the Dunlop Rim and Wheel Co., Ltd., Coventry.

Both vehicles were fitted at the front and rear with disc brakes having hydraulically operated twin-pad calliper units. The rear discs also had mechanically operated single-pad callipers. The hydraulic braking systems of the Thames incorporated an air-pressure servo. The Austin had vacuum-assisted brakes.

A mechanically operated single-pad transmission brake was combined with the wheel brakes of the Thames. Both vehicles carried windscreen stickers stating that the brakes were of the Dunlop disc type.

### MR. HANLON DECLARES WAR ON OUTSIZE LOADS

**A**BNORMAL indivisible loads of machinery were the subject of strong comment by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Carlisle, last week. If he saw or heard of anyone in his area carrying a divisible load and claiming it to be indivisible, he would prosecute.

"I am not going to have it said that a vehicle must carry an enormous machine merely because it is going to take a day to alter it. The contractors concerned have to be prepared to pay for the dismantling of these big machines for safe carriage," he added.

### TEMPORARY DIFFICULTIES

**B**ECAUSE of production difficulties beyond our control, we regret that it has been necessary to curtail the number of editorial and advertisement pages in recent issues of *The Commercial Motor*.

We hope that readers and advertisers will accept our apologies for the omission of any of our usual features.

A14

### Tax Freed on Snow-Clearing Vehicles

**A** CLAUSE providing for the exemption from Excise duty of snow-clearing vehicles received its second reading when the Finance Bill was discussed in the House of Commons last week. To come into effect on October 1, the clause would cover mechanically propelled vehicles used solely for the conveyance of machinery for spreading material on roads to deal with frost, ice or snow, or for the transport of such machinery and articles and materials used by it.

The clause, which was put forward by the Chancellor of the Exchequer, also provided for the negation of a clause in the Vehicles (Excise) Act, 1949, allowing tax exemption for tractors drawing trailers used for spreading grit and which weighed less than 5 cwt.

Mr. E. C. Redhead (Soc., Walthamstow West) wished municipal watering vehicles also to be exempt from tax, but Mr. John Hay, Joint Parliamentary Secretary to the Ministry of Transport, resisted this attempt to widen the scope of the clause.

### MORE AUTOMATIC LUBRICATION

**N**EW and existing Austin and Morris commercial vehicles can be fitted with Tecalemit automatic chassis lubrication. The equipment consists of a small piston-type pump, cable driven from the vehicle gearbox and fed with oil from a 3-pint reservoir which can be mounted in the cab. Nylon tubing is employed for all piping. The cost of the equipment is about £50.

### AUSTIN UTILECON

**P**RICED at £853 12s. 1d., including purchase tax, a Utilecon version of the Austin 10-cwt. van has been produced by Martin Walter, Ltd., Folkestone. Behind the front seats is a folding bench seat for two or three people.

The side windows each have an opening centre section.

### Knighthood for Vauxhall Deputy Chairman

**T**HE deputy chairman of Vauxhall Motors, Ltd., Mr. James Reginald Pearson, received a knighthood in the Birthday Honours List. Recipients of the C.B.E. included Ald. Sydney Morris Caffyn, chairman and joint managing director of Caffyns, Ltd., Mr. George William Quick Smith, formerly a member of the board of management of British Road Services and recently appointed adviser (special projects) to the British Transport Commission, and Mr. C. F. Lawrence King, of the British Wagon Co., Ltd.

Mr. Philip Wallis Swindells, deputy chief heavy haulage manager of B.R.S. (Pickfords), Ltd., and Mr. Stanley James Treen, assistant manager of the distribution department of Shell-Mex and B.P., Ltd., received the M.B.E. which was also awarded to Mr. Gerald Duckworth, traffic manager of Southdown Motor Services, Ltd., Mr. Percy Edward George Eden, commercial manager of S.P.D., Ltd., and Mr. Thomas Alfred Hough, works manager of the D.P. Battery Co., Ltd.

Recipients of the B.E.M. included Mr. Cecil Osbert George, electrical foreman of the South Wales Transport Co., Ltd., and Mr. John Neeld, toolmaker, of C.A.V., Ltd.

### NEW COMET RANGE AT OLD PRICES

**T**O replace their existing forward-control models, Leyland Motors, Ltd., are introducing a new range of Comets, to be known as the CS3 series. Prices stay the same as those for previous types, which were cut in April.

CS3 models may have either left- or right-hand drive, unlike former forward-control Comets. Lorries in the new range are rated for 12 tons gross and tractors for 18 tons gross train weight.

There is a large measure of rationalization with Super Comets, and the CS3 types retain many units previously employed. Novel components are the pressed-steel cab, hub-reduction rear axle and power-assisted hydraulic brakes. A Hydrovac unit working from an engine-driven exhauster is employed. Later air-pressure assisted braking may be offered.

The Leyland O.350 engine, developing 100 b.h.p., is fitted in the one tipping and three lorry versions, whilst two tractors have the O.375 engine developing 110 b.h.p. The tipper is suitable for a body measuring up to 11 ft. 6 in. long by 7 ft. 6 in. wide, whilst the maximum body lengths of the lorry versions are 18 ft., 20 ft. and 23 ft. 6 in. One tractor has a wheelbase of 8 ft., and the other, designed for a Scammell automatic coupling, 8 ft. 1 in.

The standard axle is similar to that fitted to Super Comets. As an alternative, a Leyland-designed axle with an Eaton 16800 two-speed driving head can be supplied. For low ratios, the Eaton 18800 driving head is offered. The 24v. electrical system has improved modifications. The normal five-speed gearbox can be provided with an overdrive sixth ratio.

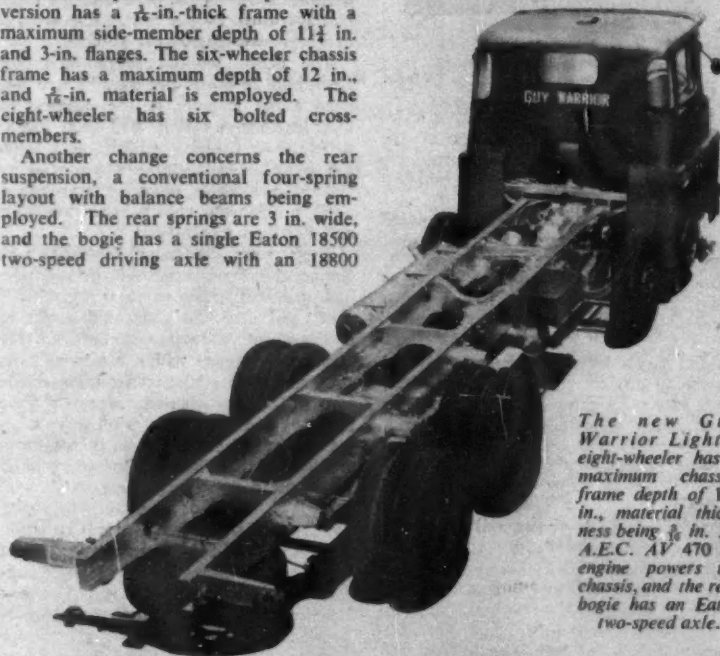


## Guy Warrior Revised

A NEW version of the Warrior Light 8 eight-wheeled goods chassis originally introduced at last year's Earls Court Show has been put in production by Guy Motors, Ltd., Wolverhampton. Complete with part-plastics cab (similar to that used on the Invincible Mk. II heavy-duty range), the chassis has a kerb weight of only 5 tons 18½ cwt. It is rated for solo operation at a gross weight of 24 tons. A six-wheeled version rated at 20 tons gross is also to be produced.

One of the most striking differences in the new version concerns the chassis frame. Originally this was of ½-in.-thick material, the side members having a maximum depth of 9 in. The production version has a ¾-in.-thick frame with a maximum side-member depth of 11½ in. and 3-in. flanges. The six-wheeled chassis frame has a maximum depth of 12 in., and ¾-in. material is employed. The eight-wheeler has six bolted cross-members.

Another change concerns the rear suspension, a conventional four-spring layout with balance beams being employed. The rear springs are 3 in. wide, and the bogie has a single Eaton 18500 two-speed driving axle with an 18800



The new Guy Warrior Light 8 eight-wheeler has a maximum chassis-frame depth of 11½ in., material thickness being ¾ in. An A.E.C. AV 470 oil engine powers the chassis, and the rear bogie has an Eaton two-speed axle.

driving head giving ratios of 8.87 and 6.5 to 1.

An A.E.C. AV 470 six-cylindered 7.685-litre oil engine powers the chassis. This has a standard rating of 112 b.h.p. at 2,000 r.p.m., but is available with a rating of 125 b.h.p. at 2,200 r.p.m. The engine is used in conjunction with an A.E.C. five-speed synchromesh gearbox with direct-drive top gear.

All eight wheels are braked by a dual-circuit air-hydraulic system. Marles cam-and-double-roller steering, which may be equipped with a servo, is specified.

The standard tyres are Michelin 9.00-20-in. X. The wheelbase is 17 ft. 9 in. and, allowing 10 cwt. for a light-alloy platform body, the chassis should be able to carry a payload in excess of 17½ tons.

## SHEFFIELD-LEEDS: NO RUSH

NO priority is to be given to the building of the Sheffield-Leeds section of the proposed Yorkshire motorway. The Minister of Transport made this clear, last week, in a letter to the Sheffield Chamber of Commerce.

## Coventry Winner Loses Only 39 Points: Maintenance Test Off

OF some 130 entrants in the Coventry round of the Lorry Driver of the Year Competition last Sunday, seven lost fewer than 100 points. First in Class D, W. Allington (Petrofina, Ltd., Austin) lost only six points in the manoeuvring tests, but incurred 30 penalty points in the Highway Code test and three points for faults in the road section.

Although F. Phillips (Quasi-Arc, Ltd., Bedford), last year's winner of Class C, lost 20 points on the Highway Code and two points in the road section, a penalty of 30 points in the manoeuvring tests

many of whom were notably poor. Of the exceptions, R. Willoughby (Humber, Ltd., Commer) gave an outstanding display, coming second in his class with a loss of 62 points.

In Class C another Commer driver from the same company, A. Rosser (75 points), also showed commendable skill in reversing. Measurements between the rear of the vehicle and the end barrier of the bay after drivers had completed the test varied from 1 in. to nearly 4 ft.

## Marshals Critical

Marshals in all three tests were critical of drivers in Class A and Class B and considered that the general standard was well below the average performance in 1958. In the parking tests, many of the drivers gave the kerb a wide berth, or, in the words of a marshal, "forgot to look what their front wheels were doing." There were several heavy impacts with the front barrier posts.

In the width-judging test, most of the drivers of the smaller vehicles gave themselves more than ample latitude. The skill of the heavy-vehicle drivers provided a welcome stimulus, however, and the arrival of the "artics" gave spectators a chance to compare different techniques as well as standards of judgment. There was general disappointment that L. Smith (George Wimpey and Co., Ltd., Thames), who was the winner of Class F(2) last year, defaulted early in this test after an exemplary performance in the parking test.

## Loss of Interest

To the great regret of the organizing committee, lack of qualified marshals made it impossible to hold a maintenance test. This lack of enthusiasm is in part attributed to the apparent absence of interest of the participants in the results of the inspections.

An official protest was made by a driver against disqualification for stopping his vehicle in the parking test when he heard a warning shout from a spectator. Although the committee sympathized with the driver, the protest was disallowed. It was considered that the driver was an unfortunate victim of circumstance.

## CLASS WINNERS

CLASS A—Up to 15 ft.: F. T. Whitmore (Frank Whitmore), Bedford, 152 penalty points.

CLASS B—15-19 ft.: K. Kirton (Ernest Hatley, Ltd.), Austin, 142.

CLASS C—19-22 ft.: F. Phillips (Quasi-Arc, Ltd.), Bedford, 52.

CLASS D—22-25 ft.: W. Allington (Petrofina, Ltd.), Austin, 39.

CLASS E—Over 25 ft.: K. Plumb (Stanton Ironworks Co., Ltd.), Atkinson, 66.

CLASS F(1)—Articulated outfits, tractor under 3 tons, semi-trailer under 22 ft.: W. Warner (Humber, Ltd.), Karrier, 128.

CLASS F(2)—Articulated outfits, tractor under 3 tons, semi-trailer 22-27 ft.: H. Heath (Stanton Ironworks Co., Ltd.), Commer, 106.

CLASS G—Articulated outfits, tractor 3 tons or over: A. Burdett (Humber, Ltd.), Commer, 100.

CLASS H—"Queen Mary" vehicles: E. Duckett (Sir W. G. Armstrong Whitworth Aircraft), Leyland, 300.

CLASS I—Standard Service vehicles: Cpl. D. M. Readman (R.A.F., Gaydon), Austin, 288.

Best Chassis Drivers: W. Allington.

Team Prize: Quasi-Arc, Ltd.

reduced him to second place in the overall results after repeating his class win this year with a total penalty of 52. Similar Highway Code and road-section penalties were incurred by K. Plumb (Stanton Ironworks Co., Ltd., Atkinson), in Class E, who lost a total of 66 points, to come third in the overall classification.

The uniformly high standard of the heavy-vehicle drivers is shown by the combined record of the first three in Class E, W. H. Guest and last year's winner, C. E. Walker (Quasi-Arc, Ltd.), both in Albions, completing the competition with a penalty of fewer than 100 points. A loss of 10 points on the Highway Code and faultless running in the road section gave W. H. Guest (71 points) the advantage over C. E. Walker (78 points), who lost 40 points on the Highway Code and one in the road section.

Most of the 24 drivers in Class E demonstrated a much greater knowledge of the technique of vehicle handling when reversing into the loading bay than the majority of the 28 drivers in Class D,

## Men in the News

Mr. W. E. FOSTER, transport manager of William Hollins and Co., Ltd., Nottingham, since 1936, has retired.

Mr. A. ("JACK") BINNS retires as Routes Group truck sales manager (London) on June 30. He has been associated with the company for 21 years.

Mr. JAMES SMITH, formerly senior depot clerk at Burnley, has been appointed district traffic superintendent at Clitheroe by Ribble Motor Services, Ltd.

Mr. D. G. WERRELL, formerly of Light Production, Ltd., Slough, has joined Sheepbridge Stokes, Ltd., in a sales-promotion capacity covering London and the south-east.

Mr. JOHN UPTON, who has been connected with public relations in the motor industry over the past 20 years, has joined the public relations division of Simms Motor and Electronics Corporation, Ltd.

Mr. HENDRIK ALBERTUS KORTHALS is the new Netherlands Minister of Transport. He is also Vice-Premier, a member of the Council of Europe's Advisory Council, and the joint council of the European Coal and Steel Community.

Mr. R. A. G. BROOKING, Mr. W. H. FEGAN and Mr. F. G. POWELL, respective managers of the south-eastern, South Wales and southern branches of the Power Petroleum Co., Ltd., retire on June 30. Mr. V. W. G. DAY becomes manager of the new western division and Mr. C. B. HOWLING will be the manager of the new southern division.

Mr. G. A. HARRIS has been appointed secretary and Miss D. HARRISON assistant secretary of the Metropolitan and South Eastern Area of the Road Haulage Association. Mr. Harris joined the original R.H.A. in 1934, became a sub-area secretary two years ago, and had been acting secretary since Mr. P. S. WOODHOUSE resigned earlier this year.

## Agreement at Last on Estate Buses

AGREEMENT reached between Carlisle Corporation and Ribble Motor Services, Ltd., on the much-disputed bus service to the city's Harraby neighbourhood unit was reported to the Northern Traffic Commissioners at Carlisle last week, when the chairman, Mr. J. A. T. Hanlon, approved the arrangements.

Mr. J. P. Senior, assistant general manager of Ribble, explained that the new services in the Harraby housing estate, which would come into effect early in July, would have a 20-minute frequency in both directions.

Mr. Hanlon said he was pleased that the matter had ended so pleasantly, as the case, concerning a large housing estate, had been difficult.

Before the first hearing was held, Ribble ran 12 buses per hour outwards from the city centre in the Harraby direction. At the Lakeland Laundry,



Mr. A. G. Jones, new managing director of Guy Motors, Ltd.

Mr. H. SOLOMONS and Mrs. BOLTON have been appointed members of the London Transport Users' Consultative Committee.

Mr. F. D. ROSE has been appointed public relations officer to London Transport in succession to the late Mr. W. R. ROBERTSON, whom he served as assistant from 1948. Mr. Rose joined the London General Omnibus Co. in 1921.

Mr. A. G. JONES has been appointed managing director of Guy Motors, Ltd., from July 1. A production engineer, with many years of management experience, Mr. Jones was formerly director and general manager of Broom and Wade, Ltd.

Mr. T. A. E. LAYBORN and Mr. S. J. WHEELER, directors of the Austin Motor Co., Ltd., have joined the board of the British Motor Corporation, Ltd. Mr. R. A. STORMONTH-DARLING and Mr. E. PRICE have become directors of the Austin Motor Co., Ltd., and Mr. W. H. DAVIS, general works manager, has been appointed a local director.

the service split into three equal parts. Four buses an hour went into the Harraby neighbourhood unit up Cumwhinton Road, four per hour continued up the main London Road to Romanway, where one bus per hour continued to Carleton, and four per hour turned west to the Lightfoot Drive-Blundell Road junction.

The council complained that the neighbourhood unit was not adequately served along one route and that there was potential danger in the use of certain roads.

An agreement had been reached on a redistribution of the existing 12 buses per hour leaving the city centre, thereby increasing the total number entering the neighbourhood unit from four to six per hour. Those six buses would now run round the perimeter route of the Harraby estate.

## Railway Undercuts But Traffic Grows

AN application by Hanson Haulage, (Leeds) Ltd., Leeds, to add four vehicles to their existing A licence for 25 vehicles was granted at Leeds last week by the Yorkshire Deputy Licensing Authority, Mr. J. H. A. Randolph. They offered to surrender two vehicles on a B licence. There were objections by British Railways and British Road Services.

Mr. F. B. Dyson, general manager of Hansons, said there had been no additional tonnage or applications since 1955. In the past year the mileage of the fleet had increased by 17.9 per cent., the gross earnings by 27.44 per cent. and the hired haulage by 34.24 per cent. The average earnings were £7,000 per vehicle.

The depot worked seven days per week and 24 hours per day. There had been a big increase in the business of their customers. They had been forced to use their C-hiring vehicles as a loading bank in a customer's premises to clear the loading bank or warehouse, until a Hanson vehicle was available and the load transhipped.

They were suffering fantastic rate competition from British Railways, who had undercut Hansons rates by 43 per cent., and they had given a discount of five per cent. to their customers, as they could not compete with the railway rate. They had received letters from customers who stated they wanted to remain with Hansons because of the good service.

Cross-examined by Mr. T. B. Atkinson, for the objectors, he said Hansons offered a 24-hour delivery anywhere.

Mr. S. Kirby, assistant transport manager of the Ford Motor Co., Ltd., Dagenham, said his company thought highly of Hansons' services and supported the application because Hansons had not been able to carry their motor-car bodies for them.

## 175 AUSTINS SHOWN

AN exhibition of 175 Austin commercial vehicles was staged at Longbridge last week. Of this number, the four-wheel-drive Gipsy accounted for 25 exhibits in various forms. There were also eight refrigerated and insulated vehicles.

A particularly interesting exhibit was a 3-ton oil-engined outfit with Simon hydraulic platform for the maintenance of street lighting. It was lent by the London Electricity Board. The latest type of London ambulance, based on the Austin 1½-ton chassis with a De Dion rear axle, was also on view.

A horsebox and six cattle trucks, mobile libraries and travelling shops all attracted great interest.

Two Austin coaches of unusual merit were also to be seen. One was a 20-seater, by Mulliner, on a 3-ton chassis, destined soon to operate on a new route from London to Ceylon, and the other was an articulated 34-seater with B.T.C. semi-trailer and body, specially designed and fitted internally by Tetley's Breweries, for use by their sports club.



**"Few vehicles could be expected to operate on this sort of job without trouble for more than a few weeks, but if any could**

## **I would lay my money on the DODGE**

**7 tonner which has the chassis frame and suspension to cope with hauling concentrated loads weighing at least 9 tons over uneven surfaces and up steep gradients"**

**says the Road Test Report of "The Commercial Motor"**



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A wonderful tribute to Dodge toughness at work! For this is toughness that *pays*, by giving more time on the job, less time off for service. Whether your job is heavy construction, like this, or road haulage, you can increase your profits with Dodge trucks. There are Dodge 5, 6 and 7 Tonners in both the Normal Control and Forward Control ranges, each of these six basic models having options of wheelbase, engine, rear axle and body style to suit every use. A Dodge truck can save money . . . and make money . . . for you!

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# Firestone

## TRANSPORT



### EXTRA MILEAGE TREAD

—Precision-balanced rib design increases service because tread wears slowly and evenly. Abrasion resistant rubber compound gives longer wear.

### IMPROVED SHOULDER DESIGN

—Maximum protection against kerb-scuffing. Deep grooves promote quick dissipation of heat.

### SAFETY-TENSIONED GUM-DIPPED CORD BODY

—Tension drying of body cords eliminates tyre growth, tread cracking, and gives positive mating of dual tyres.

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—More rubber on the road gives more uniform wear, increases mileage and gives greater resistance to skidding.

### RIM-FITTING BEADS

—Stronger bead foundation reduces bead and side-wall failure because excess chafing and flexing are eliminated.

### Experience Counts

45 factories throughout the world. Firestone total sales exceed £1,000,000 per day.



**Firestone TYRES —**  
**consistently good**



## Slate Users Demand Road Haulage

AFTER getting into financial difficulty following the heavy costs of an abortive B-licence application, Mr. J. T. Roberts, Llandegfan, Anglesey, was forced to sell a special-A-licence vehicle and took up C-hiring. Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, was told this at Llandudno, last week, when Mr. Roberts applied to add two articulated outfits to his existing B licence to carry quarry products for Dinorwic Quarries, Llanberis, to northern England and Scotland. British Railways objected.

Mr. J. Edward Jones, for the applicant, said, although the quarries were rail connected, customers demanded road transport. Mr. Roberts had one tipper on A licence and two eight-wheelers on contract A licence, all engaged in this traffic. The existing B-licence vehicle was small and limited to 15 miles. A large body area was required to carry slate tiles, as they could be loaded only three deep.

Questioned by Mr. R. A. Webb, for the objectors, Mr. J. T. Roberts said he had already taken delivery of one of the articulated vehicles and it was working for J. H. Rylance, Ltd., Lancashire agents for the quarries, under a C-hiring arrangement. It was registered in his wife's name so that it could be driven by one of his own drivers.

Mrs. Roberts was paid for the hire of the vehicle and he received the driver's wages from Rylance at the end of the month. The driver's records were kept at Llandegfan and Mrs. Roberts took no part in the vehicle operation.

The new vehicle had completed one trip with slates from Anglesey to Whitby

and Sunderland. The present intention was to substitute the "artic" for the eight-wheelers on contract, but B licences were needed to enable them to bring return loads of vegetables in connection with his greengrocery business. One of the eight-wheelers had been traded-in for the new vehicle, although the contract A licence was still in existence. The second "artic" had not yet been ordered.

The existing A-licence vehicle was carrying tiles all over the country, but mainly to the north. The normal user was "farm produce and requisites and slate in Lancashire and Yorkshire."

Mr. L. Jolly, of British Railways, said their slate traffic had progressively decreased since 1948. There were now 200 shock-absorbing wagons available. Rates were competitive and negotiations were in progress with 120 slate merchants to increase rail tonnage.

Mr. Webb submitted that the applicant had admitted using his A-licence vehicle outside its published normal user. There were also obvious irregularities in C-hiring.

Mr. Jolliffe reserved decision on Mr. Roberts' application and on one by Mr. J. Parry, Glan Conway, to add an articulated outfit to an A licence, which was also supported by Dinorwic Quarries. This application was opposed by British Railways and Williams Bros., Queensferry.

Questioned by Mr. E. Hughes, for Williams Bros., Mr. O. Lewis, superintendent of the quarry company, said that, although Williams Bros. vehicles carried from the quarry, he had never approached the firm directly.

## Quarry Transport Lack Disputed

STATEMENTS on behalf of an applicant for a new B licence—that because of the demand for slate bricks, Dinorwic Quarries, Llanberis, were unable to get sufficient transport—were strongly denied by three local hauliers before the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, at Caernarvon, last week.

Mr. D. G. Williams, Port Dinorwic, was applying for the licence with conditions, "slate by-products, bricks, sand, gravel and builders' goods within 60 miles." Objectors were Grey Motors, Ltd., Bethesda; G. Griffiths and Sons, Bangor, and H. C. Roberts, Bethesda.

Mr. A. Bennison, for the applicant, explained that four months previously Mr. Williams had bought a tipper of 3½ tons unladen on the promise of contract-A work which had not materialized.

Mr. D. G. Williams said he had formerly been employed as a driver by two of the objectors.

Mr. O. H. Edwards, traffic manager at the quarry, said that none of the objectors carried bricks or tiles. Work was frequently held up because of lack of transport and his company were supporting a number of applications for

additional vehicles. Grey Motors were asked for a vehicle on Monday and could not provide one before Thursday.

Mr. L. Williams, managing director of Grey Motors, said three or four of his vehicles were carrying from Dinorwic quarries every day. In addition, drivers of many foreign-based vehicles applied to them for return loads and were switched to the quarry. He was unaware of any unsatisfied demand. Some vehicles waited two or three days at Port Dinorwic for traffic, but they could be switched.

Asked by Mr. Bennison why he was not objecting to a later similar application by C. M. and O. Brotherton, Bethesda, Mr. Williams agreed he was related.

Mr. J. Edward Jones, for the objectors, submitted that organized haulage could not always be available at a moment's notice. The conflict concerning vehicles available at Port Dinorwic could easily be checked and the objectors' case was that they had never failed to produce vehicles.

Mr. Jolliffe said that much of the business at Port Dinorwic was clearing-house work and the usefulness to the quarry of vehicles there could not be assessed. In view of other applications, decision would be reserved.

### NEW TRANSPORT COMPANIES

J. and S. French, Ltd., Cap. £1,000. Dirs.: Stanley C. French and John M. French, Glan-Nant, Pentrych, Glam. Sec.: Ann White. Reg. office: Glan-Nant, Pentrych.

Service Transport, Ltd., Cap. £1,000. Dirs.: Richard F. Baker, Crowd Hill Farm, Fair Oak, Hants, and Ronald H. Dommett, 102 Wilton Road, Salisbury. Sec.: R. H. Dommett. Reg. office: Cahn Common, Shaftesbury, Dorset.

G. T. (Bromsgrove), Ltd., Cap. £100. Dirs.: Gioconda Tramontana and Lia Tramontana, Wharf Cottage, Shaw Lane, Stoke Works, near Bromsgrove. Sec.: John B. Davison. Reg. office: Wharf Cottage, Shaw Lane, Stoke Works.

T. Curran and Sons, Ltd., Cap. £100. Dirs.: Timothy J. Curran and Mrs. Catherine T. Curran, 7 Oak Avenue, Chorlton-cum-Hardy, Manchester. Sec.: T. Curran. Reg. office: 7 Oak Avenue, Chorlton-cum-Hardy.

A. Russell (Liverpool), Ltd., Cap. £1,200. Dirs.: Alfred Russell, 21 Thingwall Hall Drive, Liverpool. Sec.: John R. Entwistle, 83 Wigan Road, Hindley, near Wigan. Sec.: A. Russell. Reg. office: 370 Edna Lane, Liverpool, 7.

W. H. S. (Hastings), Ltd., Cap. £300. Dirs.: Albert G. Walker, 64 The Pythie, Wellingborough; Michael E. Hutchings, 31 Newtown Road, Little Ilchester, and James Smith, 34 Queens Avenue, Newport Pagnell. Sec.: T. A. Herbert. Reg. office: 116 High Street, Newport Pagnell.

Motor Postings, Ltd., Cap. £100. Dirs.: Mark Barnett, 29 Dryburgh Gardens, London, N.W.3., and Christopher W. Kent, 5 Ordinance Hill, London, N.W.6. Sec.: Mark Barnett. Reg. office: 1 Dover Street, London, W.1.

Thornes Coaches (Bristol), Ltd., Cap. £300. Dirs.: Leslie E. Thorne and Dennis H. Thorne, 148 Brixton Hill, London, S.W.2, and Mrs. Betty E. Teale, 213 Green Lane, London, S.W.16. Sec.: Dennis H. Thorne. Reg. office: 148-150 Brixton Hill, London, S.W.2.

A. S. Harrison (Transport), Ltd., Cap. £1,000. Dirs.: Richard D. E. Brunton and Mrs. Audrey R. Brunton, Westcroft, Norton, near Doncaster. Sec.: Audrey R. Brunton. Reg. office: Westcroft, Norton, near Doncaster.

Martin Durkin and Son, Ltd., Cap. £1,000. Dirs.: Martin Durkin and Mrs. Nora Durkin, 21 West Dyke Road, Redcar, Yorks. Sec.: M. Durkin. Reg. office: 21 West Dyke Road, Redcar.

D. M. A. Sando (Transport), Ltd., Cap. £100. Dirs.: Dennis M. A. Sando and Mrs. Margaret E. Sando, 388 Alma Road, Brimsdown, Enfield, Middx. Sec.: Patricia Freeman. Reg. office: 25 Harley Street, London, W.1.

## Vehicle Builders Vote for More Money

REJECTION of wage restraint was coupled with a demand for substantial all-round pay increases in a resolution carried unanimously by the National Union of Vehicle Builders at their Great Yarmouth conference last week.

Mr. F. S. Winchester, general secretary, said that profits continued to rise in industry. Mr. D. Howard, of West London, who moved the resolution, said that steadily rising wages were essential.

Mr. G. Evans, of Birmingham, said the Union wanted to keep the cost of living steady and increase productivity.

A further resolution was passed calling for effort to secure a 40-hour week without loss of pay. The executive was instructed "to lead the membership in a vigorous campaign to bring this about."

A resolution, carried unanimously, which urged legislation to safeguard nationalized industries from Conservative attacks, emphasized the Union's belief in further nationalization.

Moving the proposition, Mr. Howard said it would be necessary to reconsider people running some of the nationalized industries, to make sure there was no more sabotage, even from people in the Labour Party itself.

The conference also approved a resolution asking the executive council to consider extending technical education to establish certificates of similar importance to those existing in other industries.

## Now Brockhouse Fifth-Wheel Semi-trailers

**S**TRAIGHT-FRAME semi-trailers with payload capacities of 10, 11 and 12 tons are now being produced by J. Brockhouse and Co., Ltd., West Bromwich, with fifth wheels. Previously the company have manufactured only light trailers and automatic-coupling semi-trailers.

The new models are of conventional construction and, wherever possible, incorporate components produced within the Brockhouse group. Frames are made up of rolled-steel channel-section longitudinal members joined by tubular cross-members welded in position. Tapered channel-section outriggers are used.

Square-section axle beams carry drop-forged eight-stud hubs running on tapered-roller bearings. An advanced feature of the design is the fitting of Railko-plastics-impregnated bushes in the spring and shackle eyes of the suspension. These bushes require no lubrication throughout their life, which is said to be longer than that of normal bronze bushes.

Two-leading-shoe brakes are provided with 15-in.-diameter drums on the 10- and 11-ton models and 15½-in.-diameter drums on the 12-tonner, facing widths being 4½ in. and 5 in. respectively. Operation is by a single-line upright vacuum servo. The separate hand-brake linkage is equipped with self-lubricating bushes. Tyres are 8.25-20-in. (12- or 14-ply) on the lighter semi-trailers and 9.00-20 in. (12-ply) on the heaviest model. Landing gear is a Davies Magnet single-speed vertical-lift oil-bath type with outrigger legs to give good stability. It carries plates in lieu of wheels.

The new range of single-axle semi-trailers will be augmented shortly by a single-axle 14-ton model and a tandem-axle 17-ton unit. These chassis will incorporate Aeon helper springs.

## YORKSHIRE WOOLLEN HAD HIGHER RECEIPTS

**T**RAFFIC receipts were higher in 1958 than in the two previous years, despite a poor summer, said Mr. Raymond W. Birch, chairman of the Yorkshire Woollen District Transport Co., Ltd., at the annual meeting.

Last year was the first time for several years that the company avoided having to apply for fare increases. But, he said, if the economies being effected and the efforts to increase traffic proved insufficient, further cuts, or higher fares, would be inevitable.

Mr. Birch expressed the opinion that bus stations should be considered as extensions of the road system, in that they provided special "loading streets." He made specific reference to the new Cleckheaton bus station because it incorporated a previously existing road.

Bus stations had eventually to be paid for by passengers and should not be erected unless they were essential or could contribute to passenger convenience, with a consequent rise in traffic.

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## Fewer Objections to Higher Haulage Pay

**N**INETY-SIX objections—fewer than usual—to the latest proposals for increases in road haulage workers' wages were considered last week by the Road Haulage Wages Council. An increase of 5s. a week for adult workers, with proportionate advances for juniors, is recommended in R.H.(65), which has now been passed to the Minister of Labour for ratification.

Objections were mainly on the grounds that inflation would be created and that higher wages were not justified by a change in the cost of living.

## LOW-LOADER CASE FAILS

**A**N application by Border Engineering Contractors, Ltd., Whitehaven, for a B licence to operate a low-loader was rejected by the Northern Licensing Authority at Carlisle last week. The company wished to carry for the John Laing concern as required, and plant and machinery within 100 miles of Whitehaven.

A number of witnesses gave evidence of willingness to employ the vehicle, and there were supporting letters, including one from Lord Adams, of the West Cumberland Industrial Development Co.

The objectors claimed that their facilities were adequate. They were the British Transport Commission, Siddle C. Cook, Ltd., and R. Liddle, Ltd. The Authority said that he was not satisfied that the applicants had made out a case.

## Workpeople's Fares an Anachronism

**B**US companies must be kept in a healthy financial state, said Mr. C. R. Hodgson, chairman of the East Midlands Traffic Commissioners, when fare increases were granted at Nottingham last Friday to Barton Transport, Ltd., and the Trent Motor Traction Co., Ltd.

"It is a great source of wonder to me that the general public put up with increases in almost every other commodity—they grumble a bit, but pay up—but when anyone asks them to produce an additional penny or halfpenny on buses there is great excitement," he declared.

The companies proposed to increase single fares between 2d. and 5½d. by ½d.; over 6d. by 1d.; and fares over 6d. containing odd halfpennies by ½d. or 1½d. Return fares up to 1s. 3d. would go up by 1d.; from 1s. 4d. to 2s. 5d. by 2d.; from 2s. 6d. to 3s. 5d. by 3d.; from 3s. 6d. to 4s. 5d. by 4d.; from 4s. 6d. to 5s. 5d. by 5d.; and from 5s. 6d. onwards by 6d.

For Barton's, Mr. R. Seely Whitby pointed out that the wage award had cost them £29,493 and they had not had as much relief from the Budget as they had hoped. If granted, their application would result in 63 workmen's return fares being abolished and 303 workmen's returns going up.

"It is often expressed in these times that workmen's fares should come into

## Plastics Container: Doors as Ramps

**A**N integrally moulded plastics container of sandwich construction is being displayed at the International Plastics Exhibition, Olympia, London, by Beck, Koller and Co., Ltd., on Stand 217. It is the first of six being made by Mickleover Transport, Ltd., Whitby Avenue, London, N.W.10, for British Railways.

It is claimed to offer numerous advantages over conventional types. At 1 ton 9 cwt., it is about a third lighter than an ordinary container. The low K factor of the plastics makes it suitable for goods requiring thermal insulation, and it is designed for compatibility with mechanical handling.

The container has a steel sub-frame into which the forks of an elevating truck can be inserted, and the unit can be stacked three high. Crane eyes are also provided.

There are three doors. Each is divided across the middle and may be let down to form a loading ramp, with a chamfered edge, and the strength of this component is adequate to support a fork-lift truck or similar machine used for loading. Corrugated plastics shutters screen the doors.

Capacity of the container is 5 tons and the loading space is a nominal 440 cu. ft. Mickleover Transport used Beck, Koller materials in its production, which involves the employment of a one-piece rotatable mould.

line with all other fares," he said. Mr. Hodgson: "Workpeople's fares are an anachronism. When I was sitting in South Wales I abolished the lot. It seems unfair that early morning workers should travel more cheaply than those on the afternoon shift."

There were several objections, including one from Bingham Rural Council, but Mr. Whitby pointed out that Barton's lost £60,000 a year by running buses through Bingham.

For Trent, Mr. W. R. Hargrave said the wage award would cost them £57,000 in a year, but through economies they had reduced this to £37,000. The application was designed to bring in £30,000 of this amount.

Since independent television started operations in the north-east, in January, takings on South Shields Corporation motorbuses and trolleybuses had dropped by £1,000 a month, the Northern Traffic Commissioners were told before they granted an application by the corporation to raise fares on 25 motorbus and 16 trolleybus services.

The basic 2d. fare will not be affected, but the schoolchildren's ½d. fare will be doubled. All other fares on each of the affected services, with the exception of one, will be increased by ½d.

The increases were stated to be estimated to produce an extra £22,903 a year.



## B-licence Conditions Varied by Tribunal

THE Transport Tribunal, in London last week, varied the conditions on a B licence granted to F. Whittock, Ltd., Bath, and reduced the number of vehicles from 15 to 14. The British Transport Commission had appealed against the grant of an extension, by the Western Licensing Authority, to permit the 15 vehicles to collect solid fuel within a radius of 150 miles and deliver within a radius of 60 miles.

Mr. C. P. Crowe, for the B.T.C., claimed that the radius was too wide and there had not been sufficient evidence of need for all the vehicles. The applicants required the new conditions because customers wanted coke brought from Becton instead of from local gas works.

Mr. J. R. C. Samuel-Gibbon, for the respondents, said they had been unable to do the work while the appeal was pending. They had gone into voluntary liquidation since, and in addition faced a possible claim for damages for not fulfilling their contract.

Giving the Tribunal's decision the president, Sir Hubert Hull, said justice required that some additional facilities should be afforded the company. They thought an improvement in the conditions should apply to all the B licence vehicles except one, a 1½-ton van, but that the radius granted by the Authority was too much.

The Tribunal ruled that the 14 vehicles should be permitted to collect from Becton and deliver within a radius of 40 miles—the extent of their radius before the application.

## Hauliers Complain of Defamation

THE Road Haulage Association have been inundated with complaints by hauliers about an article in a Sunday newspaper and comments made by Labour Members of Parliament in the House of Commons last week, alleging deliberate breaches of the law on drivers' hours and records. Their case was, however, effectively presented by Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, in the House.

On an adjournment debate, Mr. J. Paton (Lab., Norwich North) alleged that infringements of the law on drivers' hours and records were growing and that it was openly flouted in many parts of the country. "Drivers are drunk with fatigue," he said.

There was often conspiracy between employees and employers. Drivers all over the country had complained that unless they broke the law they were likely to be dismissed. Mr. Paton blamed small hauliers for most of the offences.

In the Eastern Area the enforcement officers had each secured an average of 176 convictions in a year. Magistrates' courts were, however, mainly treating such cases casually and imposing derisory fines. During 1958 there were 1,236 convictions in the Eastern Area, but in only 29 cases did fines exceed £3.

## Irregularity Suggested: Adjournment Granted

AN adjournment was ordered at Sheffield last week by the Yorkshire Deputy Licensing Authority, Mr. J. H. A. Randolph, following a suggestion of irregular operation by the applicant, Mr. L. C. Clay, Leedham Road, Sheffield.

Mr. Michael Thorneoloe, for Mr. Clay, said he was prepared to go on with the case if there were no such suggestion. One of the witnesses he had proposed calling was the transport manager of the company for whom Mr. Clay was to carry goods.

Mr. J. R. C. Samuel-Gibbon, objecting for the British Transport Commission, said that they were in the difficult position of not knowing where the goods originated, or where they were going. Private objectors did not oppose an adjournment.

Granting the adjournment, Mr. Randolph said that Mr. Thorneoloe should have time to take full instructions and that Mr. Samuel-Gibbon should have the information he required made available to him within 48 hours.

### CHRISTMAS SERVICES CUT

PERMISSION was given to Cumberland Motor Services, Ltd., by the Northern Traffic Commissioners last week to cease their Christmas Day services with the exception of those to hospitals and for workpeople. It was stated that the costs of providing the services were not justified by the revenue. There was also a desire that bus crews should spend the day at home.

Three local authorities objected.

## User Changed Too Long Ago, But . . .

THE problem of when to notify a change of normal user was argued at Newtown, Mont., last week, when Evan Evans and Sons, Llanidloes, sought a new A licence with a complete change of normal user for a vehicle of 3½ tons.

Mr. J. Edward Jones, for Evan Evans, said the normal user on the existing licence was "general goods, Llanidloes and district." Before the war business was mainly local, but since 1945 customers had required the applicants to go farther afield. The Gas Board wanted frequent deliveries of coke to South Wales and other customers required journeys to Birmingham for skins and the delivery of pit props to South Wales.

Mr. E. Evans said that when work started farther afield he bought a text book which said that an A licence entitled an operator to go anywhere, but only recently he realized it was irregular.

Questioned by Mr. G. H. P. Beames, for the British Transport Commission, he agreed that when applying for the licence in 1951 he signed a form asking for the present normal user. He would be prepared to delete general goods and furniture from the new normal user and restrict the districts to mid and south Wales, border counties and Birmingham, deleting Liverpool and the Midlands. Mr. Beames submitted that as the normal user had been greatly modified the Commission would not ask for a refusal.

Mr. Edward Jones said the Commission were looking for trouble in seeking to tie down A licences more strictly than B licences. Mr. Evans was still working for the same customers and providing transport for a rural area.

Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, said he agreed that the applicants had been operating outside their declared intention for too long. They should have sought advice much sooner, but in view of the modifications a licence would be granted.

### RECORDS CASES "TRIFLING": B.R.S. DISCHARGED

HUDDERSFIELD magistrates last week gave B.R.S. (Parcels), Ltd., an absolute discharge on four summonses for failing to keep accurate records, subject to payment of 4s. costs on each summons. The charge for failing to keep records, against four drivers, was dealt with in a similar manner. The magistrates remarked that the offences were highly technical, in fact so technical that an absolute discharge was appropriate.

Appearing for B.R.S. (Parcels), Ltd., Mr. T. B. Atkinson told the magistrates that the Licensing Authority had called for the records of various parcels depots in the Yorkshire area and subsequently 44 summonses had been issued in respect of four depots. The alleged offences were trifling, and at the worst technical.

They amounted to failure to record times spent waiting for a trailer to be loaded, and included bank work, loading and unloading, after driving, in the driving hours, although shown on the time sheets.

## Micrograms . . .

**Parking Control:** Civilians may reinforce London police to control parking.

**Plastics Surface:** A trial plastics road surface is being laid between Stafford and Stoke-on-Trent.

**Elga Move:** Deionisation (Elga), Ltd., and Elga Products, Ltd., have moved to a new factory at Lane End, Bucks.

**200-Seat Trolleybus:** A trolleybus with 200 seats and seven doors controlled by the driver has gone into service in Moscow.

**Italian Production:** Last year 19,546 Fiat special-purpose and commercial vehicles and 6,677 O.M. commercial vehicles were built.

**New Acton Bridge:** A grant of £49,000 has been made towards the estimated cost of £100,000 for building a new bridge at Old Oak Lane, Acton.

**Vitasul Price:** The price of Vitasul, the fuel additive produced by the Vigzol Oil Co., Ltd., is 12s. 6d. per gal. when purchased in 45-gal. drums.

**Extended Facilities:** Tyre Services (Carlisle), Ltd., have opened a new branch in Huddleston Road, Newcastle upon Tyne, 6, with Mr. S. G. Ward as manager.

**Lister Air-cooled Engines:** Lister HB2 and HB3 air-cooled engines, rated at 24 b.h.p. and 36 b.h.p. respectively at governed speeds of 2,000 r.p.m., are available.

**Harrogate Branch:** A new branch office has been opened by the North Central Wagon and Finance Co., Ltd., at Yorkshire Bank Chambers, Princes Street, Harrogate.

**Look for Arrows:** Drivers going to Hull are asked to use the city's ring roads, marked by blue and yellow arrows, while Drypool Bridge, in the city centre, is being rebuilt.

**Limited-stop Service:** Bristol Omnibus Co., Ltd., have started an experimental limited-stop service between Bristol and Bath which will save passengers 10 minutes on a journey.

**Seville Service:** Twenty Leyland Worldmaster two-pedal-control single-deckers are to go into service in Seville, Spain. They will have locally built bodies. The order is worth over £70,000 to the chassis makers.

**Sales Office Move:** The automotive divisional sales office of G. E. Jones and Sons (Machine Parts), Ltd., has moved from Great Portland Street, London, W.1. to the main factory at Maylands Avenue, Hemel Hempstead, Herts.

**From Fish to Vehicles:** The Ross Group, Ltd., the big fish organization, have acquired the whole of the share capital of Grimsby Motors, Ltd., Eleanor Street, Grimsby. It is not proposed to change the management or staff.

**Kenex Expansion:** The new Kenex, Ltd., factory at Dover, which opened last year, will be extended as part of the company's plan to consolidate activities under one roof. New offices, a drawing office and an experimental centre are planned.

**Further Extension:** Since Whitlock Bros., Ltd., Great Yeldham, announced plans to extend their factory earlier this year, increasing demand for their industrial and agricultural products necessitates a further expansion of 45,000 sq. ft. to their factory.

**Argentine Mass Production:** Mass production of a light commercial vehicle to carry loads of 1,652 lb. is planned by Matalmecanica S.A.C.I. Fabrica Argentina de Automoviles De Carlo in collaboration with General Motors Argentina S.A.

**Leyland-Albion Agents:** Motores S.A. Apartado 4352, Estafeta Justo Arosemena, Panama R.P., are now agents for Leyland and Albion trucks, buses and spare parts in the Republic of Panama. The Engineering Co., Ltd., P.O. Box 208, Barlaman Avenue, Khartoum, are now agents in the Republic of Sudan.

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**More Bus Services:** Glasgow is to convert more tram services to bus operation. Two are scheduled for change-over shortly.

**British Wagon Extensions:** The British Wagon Co., Ltd., have opened new offices at Norfolk House, Wellesley Road, Croydon, and at 31 Beresford Terrace, Ayr.

**Two New Branches:** Two new branch offices have been opened by Firth Cleveland Finance, Ltd. A Leicester office is at 39 Millstone Lane and the Guildford office at 4 The Mount.

**71-seaters ordered:** The North Western Road Car Co., Ltd., have ordered 15 Dennis Loline chassis with East Lancashire 71-seat low-height front-entrance bodies. The vehicles will be ready for service next April.

**Ministry Man Talks:** A talk "Vehicle Testing under Sections 1 and 2 of the Road Traffic Act, 1956," will be given to the eastern area of the Traders' Road Transport Association by Mr. W. P. Tapley, senior engineer of the Ministry of Transport, at Norwich on June 25.

**Joint Committee:** In an effort to reach agreement on an incentive bonus scheme for busmen, Nottingham Transport Committee have set up a joint committee to consolidate proposals by employers and employees. Two bonus schemes have already been rejected by the busmen.

**Drivers' Good Fellowship:** The Bedford Drivers' Club celebrated its silver jubilee last week when Vauxhall Motors, Ltd., invited six of the earliest-joining members to the Luton factory to mark the occasion. The earliest-joining present-day member, Mr. W. E. Horner, Peterborough, was presented with a gold watch.

**Ramshot Urban District Council** are to buy a 6-ton tipper.

**Barking Corporation** are recommended to order a 15-cwt. van.

**North Riding Health Committee** propose to order five ambulances.

**Oxford Hospital Committee** wish to buy a Morris 3-ton van from Morris Garages, Ltd.

**Nottingham City Council** are recommended to purchase a Thames from Hooley's Garage, Ltd.

**Worcester City Council** are advised to buy a Karrier Bantam tipper from P. H. Wakefield, Ltd.

**Canforth Urban District Council** are to buy a Karrier Bantam refuse collector from Fry Motors, Ltd.

**Caine and Chippenham Rural District Council** are to buy a refuse collector from Messrs. Cyril H. Thomas.

**Cardiff Corporation** are to purchase two Harbilt orderly trucks, and are advised to obtain a Bedford 10-12-cwt. van.

**High Wycombe Corporation** are advised to buy a Dennis gully-emptier and a Lewin sweeper, also an Austin lorry from the White Hart Garage.

**Leeds Corporation** are recommended to buy two Thames 10-12-cwt. pick-ups and a 7-cwt. van from Tate of Leeds, Ltd., and a 4-tonner from Rowland Winn, Ltd.

**Durham Fire Brigade Committee** wish to purchase two Karrier-Carmichael B-type tenders from Minorities Garages, Ltd., two Bedford appliances from Alfred Miles, Ltd., and two Austin 5-cwt. vans from Murray and Charleton, Ltd.

### PROFIT AND LOSS

**Stewart and Ardens, Ltd.** £210,070 net profit after £226,970 tax. Year's dividends 55 per cent. **Morther Corporation** £9,491 ton. Traffic income dropped by £1,500 and working expenses rose by £11,000.

**Leeds Transport Department** £150,331 surplus. Accumulated deficit reduced from £307,384 to £157,053.

**Moldenham and District Motor Services, Ltd.** £187,698 net profit after £170,398 tax and £237,382 depreciation. Year's dividend 10 per cent.

**Caffyns, Ltd.** £117,549 net profit after £127,351 tax. Final dividend of 7½ per cent. on increased ordinary capital, with interim of 5 per cent. on old capital and 6d. tax-free distribution per £1 ordinary share from capital profits.

**Bedford Transport Department** £76,546 surplus. Profits of £59,945 on trolleybuses and £28,921 on motorbuses to be set against losses on other departmental interests. Trolleybus revenue increased by £90,884. Passengers 184m.

## Everybody's Handyman Earns Licence

"EVERYBODY'S handyman" in Machynlleth, Montgomeryshire, describes Mr. G. A. Reason, an applicant who was granted a new B licence, at Newtown last week, to carry general goods, excluding livestock, within 12 miles.

Mr. Reason, a taxi proprietor, said that for many years he had carried general goods, including livestock and building materials, in a trailer attached to his taxi throughout the Dovey Valley. He had not been aware that he was operating without authority and following an inquiry last year was granted a short-term licence for general goods within five miles. He had now disposed of the trailer and bought an Austin pick-up.

Mr. J. Edward Jones, for five independent objectors, said they had a certain measure of sympathy for Mr. Reason, who had originally applied for a 100 miles radius. He was a typical Welsh country town carrier and they would not oppose a grant up to 12 miles, excluding livestock.

Granting the application, the North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, said that Mr. Reason's work of placing flood-warning signs would be unrestricted.

## Municipal Opportunities

**Brigg Urban District Council** are to obtain a tipper.

**Boole Corporation** are to purchase a refuse collector.

**Lindsey County Council** are to buy three B.M.C. 2-3-tonners.

**Boothdale Corporation** are to purchase a Bedford-Hawson van.

**Coseley Corporation** are to buy a Thames-Eagle refuse collector.

**Selby Rural District Council** are to purchase a refuse collector.

**Rutherglen Corporation** are to purchase a refuse collector and a 2-3-ton lorry.

**Andover Rural District Council** are to purchase a Commer-Eagle cesspool emptier.

**Southend-on-Sea Corporation** are to buy a vehicle for street-lamp maintenance.

**Denbighshire County Council** require two Thames 10-12-cwt. vans and a Bedford 6-tonner.

**Cheltenham Corporation** are to order a Bedford short-wheelbase and a long-wheelbase tipper.

**Durham County Council** seek tenders for the supply of 10 Austin sitting-case ambulances.

**Reading Highways Committee** seek tenders for the supply of a Morris 15-cwt. and three 5-cwt. vans.

**Isle of Ely Fire Services Committee** propose to buy a Bedford-H.C.B. B-type water tender from S. C. Sharpe, Ltd.

**Newport (Mon) Corporation** are to buy a refuse collector, two 2-ton tipper, three Transport salvage trailers and a sweeper.

**Heanor Highways Committee** recommend that a Commer 8-cwt. van should be bought from Navigation Garage, Ltd.

**Bournemouth Highways Committee** seek tenders for the supply of a van, and recommend that Lee Motor Works (Bournemouth), Ltd., should supply two Bedford 6-tonners.

**Sheffield Water Committee** seek to order a Morris 15-cwt. pick-up and a 7-tonner from Kennings, Ltd.

The fire brigade committee recommend the purchase of an A.E.C.-Merryweather turntable appliance.

**Hull Cleansing Committee** wish to purchase two Bedford 6-8-tonners, a Bedford tractor and three semi-trailers, and a Bedford-Lacre sweeper from Thompson of Hull, Ltd., also eight S.D. refuse collectors.

**Newcastle upon Tyne City Council** are to buy a Merryweather fire appliance, also a 15-cwt. and two 5-cwt. vans from R. H. Patterson and Son, Ltd., and an Austin tower wagon from the Central Garage, Ltd.

**Worthing Corporation** are to buy two Thames 5-cwt. vans from Caffyns, Ltd., and a Bedford 10-12-cwt. van from H. D. Steele and Son, Ltd.

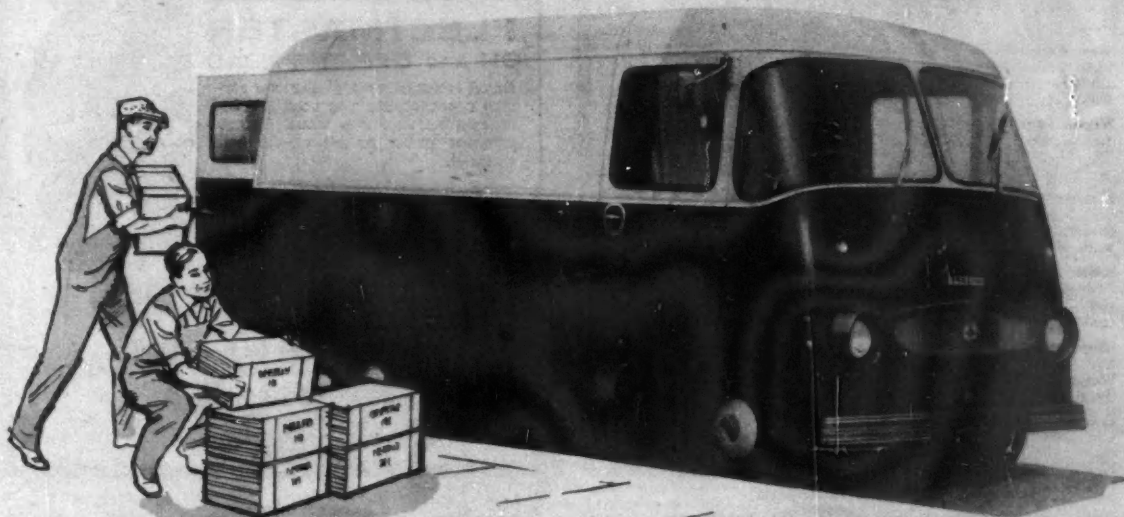
The health committee propose to obtain a Thames 5-cwt. van from Caffyns, Ltd.



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## More Examiners: Ban on Loading Delayed

THE complement of full-time traffic examiners for enforcement duties is 100, of whom 95 are in post. In addition, 17 driving and traffic examiners are now engaged on enforcement work. This number will be increased to 50 as soon as possible.

Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport, gave this information to Mr. Ernest Davies in the House of Commons last week.

Mr. Davies also asked whether any conclusion had been reached by the London and Home Counties Traffic Advisory Committee from a study of traffic conditions at sites where a prohibition on loading and unloading had been postponed until experience was gained of the extension of the hours during which a no-waiting ban was in operation.

Mr. Nugent replied that the committee had not yet completed their study at the 23 sites concerned. Practical trials might be necessary, and advice might be given during the next few weeks.

The position so far as loading and unloading were concerned, said Mr. Davies, had not improved, although it was 12 months since the hours of "no waiting" in central London were extended to 8.30 a.m. Would there be steps to increase the ban on loading and unloading?

Mr. Nugent agreed that the matter should be pursued, but action had not been taken in the absence of information to justify it.

### "TAX VEHICLES BY SIZE"

A SUGGESTION made by Mr. Harold Wilson in the House of Commons, last week, that vehicles should be taxed according to the amount of road space they occupied, was noted by the Chancellor of the Exchequer.

Mr. Wilson thought that there was a strong case for his proposal. Bigger vehicles would pay a heavier tax than small types.

Mr. Ernest Davies, referring to the likely future increase in vehicle registrations, asked whether the Chancellor thought the amounts being spent on the roads were "pitifully small."

The Chancellor replied that this year's spending was greater than last year's, but he would not care to estimate future expenditure.

### BRAKES FAIL: £12 FINE

WAKEFIELD magistrates last week fined British Road Services a total of £12 for dangerous brakes and mudguards on a lorry which had been involved in a collision with a bus in Wakefield. A summons for defective steering was dismissed and the driver, William Bradshaw, was given an absolute discharge on payment of 8s. costs.

A Ministry of Transport official told the magistrates that the maintenance of the lorry, which was being collected from Bingley and taken to Sheffield depot, left much to be desired.

## Rural Bus Inquiry to Include Scotland

THE committee which is being set up to examine rural transport will be free to visit all parts of the country. Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport, gave this information in the House of Commons last week after Sir James Duncan (Nat. Lib., South Angus) had asked whether its terms of reference would apply to Scotland as well as England and Wales.

Membership of the committee had not yet been settled, Mr. Nugent added. Other points he made in reply to questions were that the London Travel Committee had set up a special working group to promote the staggering of working hours, and that London County Council aim to complete the underpass at Hyde Park Corner by about the middle of 1962.

### VEHICLES AT BUILDING PLANT EXHIBITION

ALTHOUGH primarily concerned with civil engineering and building equipment, there were several interesting chassis at the Building Plant Exhibition at Greenford, Middlesex, from June 10-17.

Aero Maintenance Equipment, Ltd., showed several versions of their Benne Marrel self-loading bucket units, including a 12-ton multi-crane assembly on a Foden eight-wheeler, complete with two containers, and 7-ton multi-crane units on a Leyland Beaver chassis. Michigan (Great Britain), Ltd., displayed a Thames-A.W.D. 4 x 4 with the Cheshire H.D.M.S. borer attachment.

A Lister Blackstone 400-kW, portable generating set, for the Metropolitan Water Board, was seen on a Crane low-loading trailer. Douglas Equipment, Ltd., had a Perkins-engined 6 x 6 chassis, a Pathfinder 25-cwt. 4 x 4 and a 4 x 4 dumper. Brown and Tawse Plant, Ltd., exhibited a Hydrocon Highlander 5-ton hydraulic crane mounted on a Thornycroft Swiftsure chassis with a novel all-plastics cab, the superstructure of which was arranged for complete removal for tropical operation.

### TURNING LEFT ON RED

SHOULD vehicles wishing to turn left at a junction controlled by traffic lights be allowed to do so when the lights are at red? Stating that such a rule was applied in New York and Paris, Mr. R. S. Russell (Cons., Wembley South) asked Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport, in the House of Commons last week, if it could be introduced here.

Mr. Nugent said that it would endanger pedestrians. Green filter lights were used wherever possible.

### SCAMMELL 3-TON OILER

THE Scammell Scarab 3-ton mechanical horse is now available with the Perkins Four 99 four-cylindered 42 b.h.p. oil engine as factory-fitted optional equipment.

## Tax is Solution—Not Committee

A COMMITTEE is not needed to tell us the obvious ways to get our expenses down—let the Government remove our crippling burden of taxation," said Mr. J. S. Wills, chairman of B.E.T. Omnibus Services, Ltd., when speaking about the dwindling receipts from rural bus services at the company's annual meeting last week.

Mr. Wills observed that 87½ per cent. of the oil fuel used in this country was tax free. If the tax were shared equally by all users, the rate per gallon would be cut from 2s. 6d. to less than 3½d.

Despite the recent concession in licence duty, it still amounted to £36 a year for a 68-seater and even more on a larger vehicle. Surely it was difficult to justify any licence duty for a public service vehicle, he said, especially when compared with the flat rate charged for a private car.

The resilience of the British bus industry after the difficulties of 1957, despite continuing penal taxation and a further increase in wages, had proved to be heartening, he said, and there was every prospect that the companies would at least hold their ground.

B.E.T. companies were still carrying many more passengers than in the days immediately preceding the last war, which was remarkable evidence that the need for public transport continued.

Speaking of the future, Mr. Wills said that if inflation could be kept at bay and the co-operation of employees retained, the B.E.T. associated companies should find little difficulty in maintaining a satisfactory flow of traffic.

### BATTERY RESEARCH PLEA

A SUGGESTION that the Electricity Council should spend £10m. over the next five years on research on the storage battery was made by Mr. Phillip Noel-Baker at the British Electrical Power Convention at Torquay.

"I believe that you ought to tackle the problem of city transport. Electric vehicles are not yet as efficient as they ought to be," he said. "Your research work at present covers many things, but I find it strange and disconcerting that there is never any mention of research into the storage battery."

### EXETER AIRPORT SERVICES GRANTED

AN application by the Devon General Omnibus and Touring Co., Ltd., for an express service between Exeter airport and Paignton, calling at intervening South Devon resorts, was granted by the Western Traffic Commissioners at Bristol last week.

Mr. Gordon McMurtrie, for the applicants, said that their application followed that of Wallace Arnold Tours (Devon), Ltd., who had withdrawn their objection. The proposed service was intended to handle an increasing flow of airline tourist traffic from the north-west, London, Birmingham and South Wales.

Mr. S. W. Nelson, chairman, said an ad hoc service was necessary.

*This is the new longer version of the Bedford light van, available in 10-12-cwt. and 15-cwt. ratings. The door is 1 ft. wider than that of the older model (which continues in production), giving better access to the interior.*

## Appeal for Five-vehicle A Licence Upheld

THE Transport Tribunal, in London, last week, allowed the appeal by Federated Conveyers, Ltd., Leicester, against the Metropolitan Deputy Licensing Authority's refusal to grant them five A-licence vehicles, based at Tower Bridge Road, London, S.E.1, in place of five C-licence vehicles.

Mr. D. McDonnell, for Federated Conveyers, said that the C-licence vehicles had been hired to Cellactite and British Uralite, Ltd., Higham, near Rochester, but that the company had reorganized their business and wished to discontinue C hiring, except for two local delivery vehicles. Cellactite, who manufactured asbestos products, had formed three subsidiaries and wanted the goods of all companies carried. They thought it would be more economic for them to have their goods carried on A-licence lorries rather than on hired vehicles.

Mr. McDonnell submitted that the Deputy Licensing Authority was wrong in thinking that the main point of the application was to enable Federated Conveyers to carry return loads. The main point, he said, was that the customer had decided to give up C hiring.

Mr. G. P. Crowe, for the British Transport Commission, respondents to the appeal, said that the grant of an A licence would make a large additional tonnage available from other areas, and that any Authority might view with concern the release of five vehicles. British Road Services could do the work by using vehicles from the Rochester depot, and replacing them with other vehicles from the home countries.

Sir Hubert Hull, president, said the Tribunal thought the Deputy Licensing Authority had been quite wrong in this case.

### 500 A.E.C. ENGINES FOR FINNISH VEHICLES

FIVE HUNDRED A.E.C. engines are to be supplied to Finland to be fitted in lorries and buses.

The Iraq Petroleum Co. have purchased six A.E.C. 6 x 4 tractors to work with 35 other A.E.C. vehicles—delivered since 1958—in the Kirkuk, Homs and Tripoli areas. All the new tractors have Bonallack light-alloy cabs. Their A.E.C. 11.3-litre engines develop 150 b.h.p. Five-speed main and two-speed auxiliary gearboxes are fitted.

### CARRIERS WOUND-UP.

AN order for the compulsory winding-up of Northern Freights (C. and G.), Ltd., general carriers, Steeles Lane, Stepney, London, E.1, was made by Mr. Justice Vaisey in the Chancery Division last week on the petition of Hipwood and Grundy, Ltd., hauliers, Old Hall Street, Kearsley, Lancs. Mr. M. Smith, for Hipwood and Grundy, said they were judgment creditors for £328.

A26



## Five-vehicle Licence Grant Challenged

THE Transport Tribunal in London, last week, reserved its decision in the appeal of four objectors against the grant of an A licence for five vehicles to B. R. Cecil and Son, Blakeney, Glos.

The British Transport Commission, George Read (Transport), Ltd., S. Gardner and Sons (Transport), Ltd., and James Smith (Bicknor), Ltd., were appealing against a decision of the Western Licensing Authority granting the A licence for five vehicles totalling 17 tons 8 cwt.

At an earlier hearing it had been said that the five vehicles had previously been hired on C licence to Factories Direction, Ltd., of Lydney, Glos, and legal argument followed as to who was the user of the vehicles.

Mr. C. R. Beddington, for Cecil and Son, said that there was ample evidence to justify five vehicles. The traffic was growing and Factories Direction intended to rely on the company for all their transport.

Referring to the company's operations, on C licence, as agents for Factories Direction, he said there was no evidence that anything irregular had been going on and great care had been taken to keep within the regulations.

The president, Sir Hubert Hull, said it was quite clear that there had been an honest attempt to arrange their affairs so that they were within the law, but it was, nevertheless, something which should not have been done.

Mr. J. R. C. Samuel-Gibbon, for the objectors, said the independent objectors maintained that it was difficult to get return loads into that part of the country. He suggested that Cecil and Son should have B licences with conditions instead of A licences.

### MORE FOR AGRICULTURE

A CENSUS report, issued by the Ministry of Agriculture, Fisheries and Food, reveals an increase in the use of lorries, vans and tractor-trailers for agricultural purposes during 1958.

Lorries and vans, under 2 tons, totalled 56,490, an increase of 170 since 1957. Those over 2 tons rose by 1,210 to a total of 29,230. Tractor-trailers showed the largest increase with 3,190 over the previous year's figure of 325,620.

## No Normal-user Rule Laid Down

"I HAVE never laid down such principles," said Mr. S. W. Nelson, Western Licensing Authority, when an applicant told him he thought his A-licence vehicle could be employed for 75 per cent. of its time within the framework of its normal user and for the remainder of the time on any other work. Mr. Nelson was hearing an application by L. Pike, Ltd., Wootton Bassett, Wilts, for an A-licence vehicle of 3½ tons—to be acquired—for general goods within 250 miles. British Railways, British Road Services and Taymac, Ltd., objected.

Mr. Lionel Pike, a director, said that the normal user was at present livestock, agricultural produce and requisites, and farm workers' furniture within 100 miles, but he admitted that vehicles had been going to Sheffield, Nottingham, Derby, London, Devon and Cornwall. An existing A-licence vehicle, manned by three drivers, had earned about £5,000 in the year ended last March. In addition, he had paid £586 for hiring.

Supporting the application, Mr. Haydon Rumbold, abattoir manager of British Beef, Ltd., said that his company had used B.R.S. in the past, but now preferred to employ private hauliers.

The application was granted with a normal user to read: "Mainly livestock, agricultural produce and requisites, milk products, 150 miles."

### SUMMONSES COULD HAVE BEEN AVOIDED

A COAL haulier who admitted 13 charges of infringing his B-licence conditions was said at Ilkeston, last week, to have taken loads to Leicestershire, Northamptonshire and the east coast when he was restricted to a seven-mile radius of base. He was Herbert Meakin, Heanor Road, Ilkeston, who was fined a total of £19 10s. with £3 3s. costs.

Mr. R. S. Whitby, prosecuting for the East Midland Licensing Authority, said Meakin was allowed to carry opencast coal "as required," but was restricted to seven miles for deep-mined coal.

Defending, Mr. J. Langham pointed out that in January Meakin had been granted an additional A-licence vehicle and, had he asked for a temporary transfer of the licence to cover the B-licence vehicle, he would have committed no offence.



# Turbochargers Score

*Continent Ahead of Britain: Turbocharging  
Brings Big Increase in Power Output*

**O**F 36 papers on oil-engine and gas-turbine design, which were read during the fifth conference of the *Congrès Internationale des Machines à Combustion* at Wiesbaden this week, seven were concerned with pressure charging of relatively small high-speed oil engines. The three papers summarized below were those which had most bearing on commercial-vehicle developments and appear to demonstrate that the Continent is well ahead of this country in this field, with experience of proved high-output turbocharged oil engines operating in vehicles.

## 90% Power Increase in 9.6-litre Engine

**V**OLVO have obtained 285 b.h.p. at 2,200 r.p.m. from a 9.6-litre six-cylindered direct-injection oil engine through high-pressure supercharging by a turbocharger and intake-air cooling. The engine when normally aspirated gave 150 b.h.p. at the same speed, or 215 b.h.p. with turbocharging only. The 285 b.h.p. version weighed only 105 lb. more than the normally aspirated unit.

This information was disclosed by Mr. Ake Larborn, chief engineer of the Volvo development laboratory, and Mr. John Stalblad, chief engineer of the engine design department, during their paper on "High-pressure Turbocharging of Small Engines."

The increased outputs had been obtained without redesigning the engine, although the Schwitzer turbocharger used gave a pressure ratio of 2.1 to 1 at 1,500 r.p.m. and 2.6 to 1 at 2,200 r.p.m. For successful operation it was, however, necessary to start with a robust engine which provided liberal cooling for the valves and injectors in particular, whilst the injection pump must be able to withstand increased injection pressures.

For the turbocharged 9.6-litre unit valve overlap had been increased to 78 crankshaft degrees from the standard 28-degree setting. This had necessitated cutting recesses in the piston crowns to accommodate the valves, which had tended to offset improvements in scavenging by causing combustion deterioration.

The intake-air cooler, which had been most successful, took the form of an additional air-to-air cooling block bolted on to the front of the normal water radiator. For the Volvo installation it had been fitted to a normal truck without modification to the engine compartment or detriment to normal engine cooling.

As with most simple turbochargers, insufficient pressure at low speeds led to over-fuelling and exhaust smoking. This was a drawback which could be overcome by producing a turbocharger with a wider operating range at the expense

of overall efficiency. It seemed easier to limit the useful power range to lie between 1,200 and 2,200 r.p.m., which could be suitable for commercial vehicles with closely spaced transmission gearing.

Although piston temperatures were increased by the use of turbocharging, this characteristic had not caused serious difficulty. A rise of 25° C. was measured at the top piston ring, which was quite acceptable, but could, if necessary, be reduced by oil-jet cooling inside the piston crown. Cooling of this kind had been found most efficient.

Volvo had also investigated the possibilities of the mechanically driven supercharger and had developed a type which was driven by the engine output shaft through a differential gear. The gearing adjusted the speed of the Lysholm screw compressor used to provide a pressure ratio roughly proportional to engine-torque output.

Fitted to a six-cylindered 6.12-litre oil engine, this supercharger arrangement proved capable of approximately doubling the normally aspirated engine's output over the entire speed range with an equal or improved specific fuel consumption. The shape of the torque curve could be adjusted with this layout merely by altering the rate of fuel delivery.

This type of drive had many advantages over the directly driven supercharger, although on the grounds of cost and complication it could not compete with the turbocharger.

## Turbocharger Economy Uppermost in U.K.

**W**HEN used with an engine frequently subjected to part-load operation, turbocharging could give valuable improvements in fuel economy, coupled with relatively small increases in power, said Mr. E. Kellet, of the Birmingham Small Arms Co., Ltd. He was reading a paper on "Problems in the Application of Radial-flow Turbochargers."

Fuel savings with turbocharged engines in public service vehicles had, he claimed, been found on test to be up to 12 per cent. This aspect of turbocharging was particularly valuable in areas where fuel was expensive and power requirements were fixed by specific service needs.

He thought that in the future engine design would be affected by turbocharging, but that present engines were capable of withstanding much-increased power outputs. Trouble had been experienced with leaking cylinder-head gaskets on high-speed engines because of the increased cylinder pressures involved, but this could be easily cured. Crankshafts did not give trouble.

For the large slower-speed engine it was most important to keep the maximum pressures to a low level. This could be

done by increasing valve overlap, but it was generally better to retain a narrow overlap and rely on variable injection timing to keep cylinder pressures within reasonable limits.

Alterations to reduce peak pressures could jeopardise easy starting and it was probably wiser to opt for robust engine design rather than to resort to complex devices giving variable pressure ratio.

If a turbocharger was properly matched to the engine with which it was used, exhaust smoking was no more than that experienced with the naturally aspirated unit and was of much shorter duration. Using a light radial-type turbocharger, lag in response to a change in engine speed should be negligible. Even this could be improved further as lighter materials became available for the manufacture of the rotor.

## Turbocharging May Change Engine Design

**V**ARIABLE-COMPRESSION pistons were a possible development for the high-pressure turbocharged oil engine as a means for reducing peak firing pressures, said Mr. C. H. Bradbury, of Simms Motor Units, Ltd., in his paper on "High-pressure Turbocharging of Small Engines." Although their use greatly raised costs, the only other satisfactory method of overcoming the problem was to increase the strength and, therefore, almost inevitably, the weight of the engine structure.

Alteration to the valve timing to give greater overlap was not the way to tackle the problem, as this necessitated deep gashes in the piston crowns, which could lower the compression ratio and bring starting difficulties.

Intake-air coolers, which were now used in negligible quantities because they were not warranted by the low-pressure turbochargers commonly available, would assume greater importance and become a necessity as turbocharging pressure ratios rose.

Pressure ratios of up to 6 to 1 could probably be achieved with turbocharging, but it was unlikely that ratios above 3 to 1 would be employed, because above this level, piston and injector cooling became a serious problem. On test, pressure ratios up to 2.65 to 1 had been used with surprisingly few complications, although the engine on which the tests were carried out was economically proportioned both mechanically and thermally.

However, the high-pressure turbocharged oil engine would undoubtedly require attention to a number of detail features. Cylinder heads should have hardened valve seats, whilst exhaust-valve seats should be Stellite. Piston cooling was not essential if the design was capable of withstanding upper-ring-groove temperatures of 200° C., although oil-spray cooling from the end of the connecting rod might be necessary for the highest ratings.

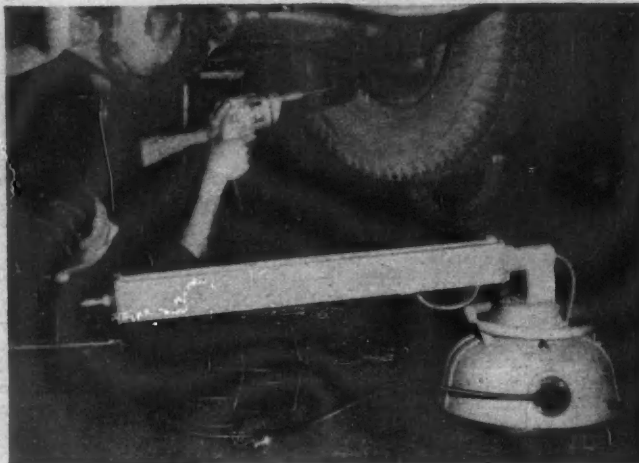
Fuel-pump drives would have to be strengthened, whilst accurate metering of small quantities of injected fuel at idling speed would be essential.

**New Equipment****Fluorescent Lamp**

**PRICED** at £23, the A103/G is a fluorescent garage lamp produced by Messrs. P. W. Allen and Co., 253 Liverpool Road, London, N.1. A 2-ft. 20-w. tube is contained in a sealed Perspex cylinder housed in a heavy-gauge steel reflector. The reflector is attached at one end by means of an adjustable joint to a hollow-cast aluminium base which contains the control gear. The lamp can be positioned to throw light in any direction.

The design meets local authority requirements under the Petroleum (Regulations) Acts. Standard models are made for regular A.C. supply, but there are types for non-standard voltages and frequencies.

*This inspection lamp is a fluorescent unit made by Messrs. Allen and costing £23. The tube can be angled to the base as required by the fitter.*

**Imprinted Rules**

**FLEXIBLE** steel pocket rules made by Stanley Works (G.B.), Ltd., Rutland Road, Sheffield, 3, which are available in lengths of 6 ft. and 10 ft., may be produced with a company's imprint. The suggestion is put forward that suitably inscribed rules would make acceptable gifts, and Stanley Works quote a price of 7s. 3d. each for 5,000 6-ft. rules with the customer's name in one colour on silver.

**Chipboard Panels**

**ALTHOUGH** primarily made for the home handyman, panels of Vipboard chipboard offered in a range of 20 standard sizes may appeal to body-builders. The panels are made in lengths of 3 ft. to 5 ft., in 6-in. increments, and

widths of 9 in. to 1 ft. 6 in. in differences of 3 in. The material is 1-in. thick and the edges of the panels are faced.

Prices range from 8s. 9d. for a piece 3 ft. long and 9 in. wide, to £1 9s. 3d. for one 5 ft. long and 1 ft. 6 in. wide. The makers are Vipboard (G.B.), Ltd., 332 Old Street, London, E.C.1. Vipboard is strong and may lend itself to the making of pallets and stillages.

**Rust-proofed Door**

**THE** Bolton Glydover is a garage door of the overhead type made from rust-proofed steel. It slides up on nylon pulleys along a curved track and is counterbalanced against strong springs. It is in balance in any position, and the bottom panel has a rubber cushion strip which seals draughts when the door is closed.

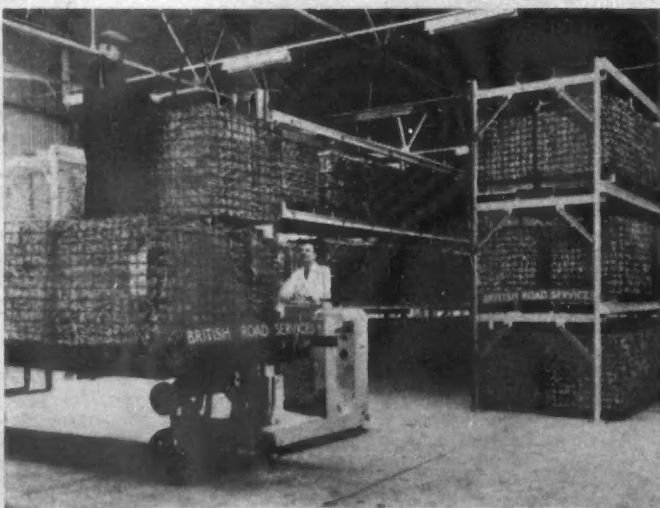
All parts, including panels, may be

replaced at low cost in the event of damage. The standard size in which the Glydover is offered by the Bolton Gate Co., Ltd., Waterloo Street, Bolton, Lancs, is 8 ft. wide by 7 ft. high.

**Washer Refinement**

**THE** latest refinement evolved by Trico-Folberth, Ltd., Great West Road, Brentford, Middx, is the Spraywipe windscreen-washer valve. When the control is pressed, jets of water play on the screen and the wipers are automatically brought into operation. The spray continues for six seconds and the wipers are parked when the screen is dry, although they may still be operated independently.

The model for use with a central twin-jet unit costs £2 5s., and that for use with two separate single jets is £2 12s.

**B.R.S. Show of Warehouse Handling**

*Use being made of an overhead monorail and an Ameise Retrak reach truck to unload crates from a semi-trailer. Storage racks can be seen in the background.*

**POTTERY** manufacturers and representatives of other local trading interests saw a series of demonstrations of mechanical handling at the new British Road Services shipping warehouse, Tunstall, after the official opening, which was briefly reported in *The Commercial Motor* last week.

The building, which is 256 ft. long and 144 ft. wide, has a central roadway from front to rear. On each side are three-tier channel-steel storage racks to take crates, casks or cartons, arranged four deep. Each space is numbered and every aisle has an identification letter, so that the exact permanent location is comprehended in a "bin" code and number.

At Tunstall the collecting vehicles, bringing export consignments from the senders, drive into the warehouse and are unloaded under cover. A twin monorail runs above the roadway. Hoist blocks then lift the crates so that they are removed more easily by the Ameise Retrak reach trucks which convey them to the racks. The reach trucks are each capable of lifting 2,240 lb. to a height of 15 ft. or 3,300 lb. to 13 ft.

Movable wooden cross-members on the racks provide additional support, thus different sizes of container and variations in packing can be accommodated. Pallets or bins can be stored as easily as crates. By means of a colour code the truck drivers are given a ready indication of the appropriate places for different types of package.



Political Commentary

By JANUS

## Short Story

THE Ministry of Transport have long since given up apologizing for publishing no more than the barest summary of the annual reports of the Licensing Authorities. Much more information was made available before the war. For a year or two afterwards, the Ministry pleaded the need for economy in paper and printing, and when that excuse wore thin they avoided the subject altogether. As usual, the summary of the reports for the year ended September 30, 1958, gives tantalizing glimpses of the course of events during the year, but hardly makes it possible to draw definite conclusions.

Nearly half the space is taken up by statistical tables of the results of applications for licences in each of the traffic areas. The only distinction made is between the types of licence sought. Without doubt, nearly all the applications thus recorded are either for a renewal without modification or for a slight change in the conditions or the unladen weight. The tables could not be improved upon as an account of work done in the offices of the Licensing Authorities. They are useless if one wishes to know, for example, how many applications were for new licences, or how many newcomers came into the road haulage industry during the year.

Before the war the reports showed—as those on the passenger side of the industry still do—the number of operators with vehicle fleets of various strengths. This information provided a pattern of the industry that could not easily be shown in any other way. It is not available today. The Licensing Authorities are apparently not even in a position to say how many operators there are in road transport. The best help the reports give on this point is to show the number of operators holding the five different types of licence, A, contract A, special A, B and C. Merely to add the totals is meaningless, because one person may hold more than one type of licence, and the reports apparently ignore the frequent cases in which an operator holds several licences of the same kind.

**Meagre Information**

More information might well be given in the reports on the extent to which each part of the elaborate licensing system is put to use. The meagre information made available is, nevertheless, of considerable interest. It is remarkable, for example, that at least two of the comparatively small number of licensing provisions in the Transport Act, 1953, have been almost completely ignored by applicants and by objectors.

Care was taken in Section 9(2) to instruct the Licensing Authority that he must have regard to the extent to which vehicles for which a licence was sought would help co-operation between road and rail or water without the need for unloading and reloading—in other words, by the use of containers. Section 9(3)(b) was equally practical. Among the points to which the Licensing Authority should have regard when considering whether existing transport facilities were suitable, it specifically included, “to such extent as may in all the circumstances appear proper,” the charges made and to be made.

In the course of five years, neither of these provisions has been invoked on a single occasion. It is reasonable to wonder why the Government thought the points so desirable as to introduce them into an Act of Parliament primarily intended to arrange for the denationalization of road haulage. Naturally, the Licensing Authorities do not

indulge in speculations of this kind. It would have been useful, however, to have learned from them of the difference made, if any, by other changes introduced in the 1953 Act, such as the transfer of the onus of proof to the objector, and the distinction placing the interests of persons requiring facilities for transport above those of persons providing those facilities.

At least the reports give useful advice on the subject of normal user, which has become closely associated with Section 9(4). The Licensing Authorities are at pains to reassure operators who have shown reluctance to supply a sufficiently full statement of their proposed user. It is in their interests, the reports emphasize, that Licensing Authorities have encouraged the redeclaration of normal user in terms that match the evidence of need. The reports give a reminder that, although the renewal of an A licence may be refused if there have been material departures from the declaration of intention that formed the basis of the original grant, the Transport Tribunal have recognized the discretion of the Licensing Authority to deal with each case according to the circumstances.

**Significant Developments**

Over the operations of the C-l licence holder the Licensing Authorities have virtually no control. Perhaps for this reason, there has been no mention at any time in any of the licensing reports of one of the most significant developments of recent years, namely, the growing practice of supplying vehicles under a C-hiring allowance. At the end of 1958, according to the reports, there were 1,099,282 C-licensed vehicles. It is not revealed how many of these were included within C-hiring margins and might more properly therefore be regarded as part of the national road haulage fleet.

Some idea of the importance of the development may be grasped from a study of the figures for vehicles on A contract, which has a certain family resemblance to the hiring margin. A few years ago, the number of vehicles on A contract was declining. Many of them were taken over by B.R.S. and most of the remainder were limited to a radius of 25 miles on behalf of the one specified customer. By the end of 1952 the number had dwindled to 12,974. From that date there has been a rapid increase, and the total stood at 26,495 at the end of 1958.

As may be expected, the tendency has been towards the heavier vehicle, but the rate of this tendency is surprising. The number of vehicles with an unladen weight exceeding 3 tons increased almost exactly fourfold, from 3,263 to 12,957. In general, the heavier the vehicle, the more pronounced the increase in numbers. Between the limits of 9 and 10 tons, there were 516 A contract vehicles in 1958 (considerably more, incidentally, than the total for A, special A and B), as compared with only 36 in 1952. The number of vehicles over 10 tons went up from 5 to 99.

So many possible explanations for these figures come to mind that it would be pointless to examine them in the absence of more detailed information. It is only by accident that the details for A contract vehicles are available. The appropriate licence has a sub-section to itself in the Road and Rail Traffic Act, 1933, and presumably for this reason is entitled to a column in the statistics compiled on the basis of the reports of the Licensing Authorities. It would be appreciated if there could be a few extra columns.

# Yorkshire Pool and Wallace Arnold Fight Over Linking

## Rival Claims for Services to North Wales: Intention to Link Not Notified: Unlimited Duplication Sought

**L**INKING was described as a burning topic in passenger transport by Mr. F. A. Stockdale, representing a group of applicants at a joint sitting of the Yorkshire and North Western Traffic Commissioners at Sheffield, which occupied three days last week. Lancashire United Transport, Ltd., Northern General Transport Co., Ltd., North Western Road Car Co., Ltd., United Automobile Services, Ltd., West Yorkshire Road Car Co., Ltd., and the Yorkshire Woollen District Transport Co. Ltd., made a renewal application to operate a joint express service between Liverpool and Newcastle upon Tyne.

Mr. Stockdale said they wished to introduce a modification for a departure from Leeds at 6.30 a.m. to arrive in Manchester at 8.42 a.m. on Saturdays only, from Whitsuntide to the end of September. It was intended that after arrival at Manchester, vehicles from Leeds on that timing should proceed immediately to Llandudno and intermediate points, on hire to the North Western Road Car Co. They would be duplicate vehicles on the 8.45 a.m. departure to Llandudno, authorized by road service licence.

### Linking Before 1953

North Western had been linking services before 1953 and had only been doing the same as other operators throughout the country. They considered they were allowed to do this; it had been in the public interest and had proved popular. It would be wrong to introduce new procedure in respect of facilities run with public approval since 1953.

Mr. J. W. Lawrence, traffic manager of West Yorkshire, replying to Mr. R. Marshall, objecting for Wallace Arnold Tours, Ltd., agreed that the 6.30 a.m. service from Leeds was advertised as running to Llandudno. They also intended to operate services at 8.25 a.m., and 2.15 p.m. from Llandudno to Leeds, with the linking arrangements also applying to them.

Mr. Marshall observed that this was not stated in the published application, and would-be objectors might have been misled. Mr. Lawrence replied: "I am fighting for the principle that it is wrong to transfer passengers to other vehicles if it is possible to take them through."

Mr. F. Evans, objecting for Hansons Buses, Ltd., Huddersfield, asked whether the applicants intended to run a direct Leeds-Llandudno-Leeds service with unlimited duplication. Mr. Lawrence replied: "Yes, unless we are prohibited by the Commissioners."

Mr. Evans: "When the 6.30 a.m. A30

departure from Leeds arrives at Huddersfield at 7.19 a.m., presumably there will be unlimited duplication there as well." Mr. Lawrence: "Yes."

Mr. Stockdale pointed out that the application for the new service and the 6.30 a.m. departure from Leeds both included the condition of unlimited duplication. The 6.30 a.m. Llandudno service would be bound to operate whether the vehicles were full or not. They intended to link on all the services to and from Llandudno, but this was only what they had done in the past.

### Two Laws

Mr. J. Malcolm Barr, assistant managing director of Wallace Arnold, said that the admission into passenger transport of this type of linking meant that there was one law for the big companies and another for small private operators. The applicants should prove that there was need for unlimited duplication and, in respect of North Wales, this had not been done.

It was strange, he observed, that British Railways had not objected to an application which involved so much duplication. The average holiday-maker wished to leave home between 7.30 a.m. and 9.30 a.m. The proposed Leeds departure was very early and demand for it could not be guaranteed.

Mr. F. E. Hutchinson, traffic manager of Hansons, said that if the application were granted they were afraid that unlimited duplication would cause abstraction. There would be a danger of the applicants becoming the main operators in the Huddersfield area, and he asked that a restrictive condition be added preventing picking-up there if a grant were made.

Hansons had not suffered abstraction in the past, but, when their road service licence expired in November, they intended to apply for an extended vehicle allowance. When they did so, unlimited duplication at Huddersfield might affect their application.

### Not so Innocuous

On the face of it the application seemed innocuous, submitted Mr. Evans, but when the linking and the duplication were taken into account it could be dangerous to Hansons. They deserved protection from this type of competition, which would completely bar them from increasing the extent of their licence.

Mr. Marshall finally submitted that there had been a flagrant lack of frankness in the published application, and the would-be objectors could easily have been misled. If the large operators wished to run a through service they did not

obtain permission—they contrived this service by linking.

Mr. Stockdale said that as long ago as 1951, Traffic Commissioners had been aware of linking arrangements and no protests had been lodged. There had never been a facility which had grown up more in the public eye. He agreed that the same ruling should apply to both large and small operators and wherever the applicants intended to link, they would always inform the Traffic Commissioners.

After evidence on the application of the Yorkshire Pool operators was concluded, the Commissioners considered an application by Wallace Arnold Tours, Ltd. The company wished to operate an express service on Saturdays only between Castleford and Llandudno, via Wakefield, Leeds, Stanningley, Bradford, Halifax, Prestatyn, Rhyl, Abergele, Old Colwyn, Colwyn Bay and Rhos-on-Sea, outwards from the first Saturday in June to the last Saturday in August, and inwards from the second Saturday in June to the first Saturday in September.

The vehicle allowance for outward journeys was to be one during June, two in July, four for the first three Saturdays in August, and two for the remainder of the month. The maximum number of vehicles to be operated on outward journeys was to be in accordance with demand, but only passengers who had been taken out were to be carried on return journeys.

### Railways' Objection

Mr. J. Malcolm Barr proposed that the service should leave Castleford at 6.45 a.m. and arrive at Llandudno at 1.15 p.m. Their service would operate with a vehicle limitation, whereas the Pool services sought unlimited duplication. The timings of the two applications were different, and he was sure that a 6.30 a.m. departure from Leeds would be too early for many people.

The application was opposed by British Railways and the Yorkshire Pool. Mr. A. G. Davies, representing British Railways, stated that their North Wales traffic had been slightly less in 1958 than in 1957.

Replying to Mr. R. Marshall, for Wallace Arnold, he said that naturally they would oppose an application with unlimited duplication more strongly than one with a limited vehicle allowance.

Mr. Marshall: "Why, then, did you not object to the Pool application when you opposed Wallace Arnold?"

Mr. Davies: "If the Pool application was granted we do not think it would make any difference, but if the Wallace Arnold application was granted we would suffer abstraction."

Mr. W. Woolley, assistant traffic manager of the North Western Road Car Co., stated that the Pool operators' service between Bradford and Manchester—a link with the Manchester and Llandudno services—might suffer abstraction if the Wallace Arnold application were granted.

The North Western chairman, Mr. F. Williamson, and the Yorkshire chairman, Maj. F. S. Eastwood, reserved decision.



## New Light 4 x 4 from Volvo

A NEW design of lightweight four-wheel-drive cross-country vehicle may be put into production by A.B. Volvo, Göteborg, Sweden. The model is known as the L 2304 and it is unusual for a vehicle of this type in having full forward control, with the cab steps ahead of the front wheels. It can carry a driver, two passengers and a payload of 5 cwt. across country, or a driver, five passengers and 6 cwt. on normal road work.

There are three models in the new series. One is completely open, with a canvas top; one has a steel cab and canvas-covered payload space, and the third is completely enclosed by a steel superstructure. They have kerb weights of 1 ton 7½ cwt., 1 ton 8½ cwt. and 1 ton 9½ cwt. respectively.

All models have a standard wheelbase of 6 ft. 10½ in., the overall length being 12 ft. 8 in. and the width 5 ft. 3 in. Front and rear axles have a common track of 4 ft. 3½ in., and the quoted turning circle is 34 ft.

A Volvo B16A 1.58-litre four-cylindrical petrol engine, similar to that used in certain Volvo private cars, is employed. The maximum output is 60 b.h.p. at 4,500 r.p.m., the peak torque of 81 lb.-ft. being developed at 2,500 r.p.m.

Power is transmitted through an 8-in.-diameter clutch to a four-speed synchromesh gearbox, integral with which is a two-speed auxiliary and transfer box. The main gearbox ratios are 3.45, 2.18, 1.31 and 1 to 1, whilst the auxiliary gearbox has ratios of 2.85 and 1.25 to 1 when 7.00-16-in. tyres are fitted, and 3.24 and 1.37 to 1 when 9.00-16-in. equipment is employed.

Spicer front and rear axles are used, the front axle having Rzeppa constant-velocity joints, whilst the rear axle has a Power Lok automatic differential lock. The final-drive ratio is 5.38 to 1.

Semi-elliptic leaf springs, working in conjunction with double-acting telescopic dampers, provide the suspension for both axles and the steering gear is of ZF manufacture. The braking system is

*Forward control is a feature of the new Volvo L 2304 4 x 4 cross-country vehicle. Power is supplied by a 60 b.h.p. four-cylindrical petrol engine with an 8-in.-diameter clutch.*



hydraulically operated, incorporating Bendix 11-in.-diameter wheel units, whilst the hand brake acts on a drum mounted behind the auxiliary gearbox.

Welding is employed throughout the frame assembly, which has U-section side members.

With 7.00-16-in. tyres the Volvo L 2304 has a speed of 57.5 m.p.h. at 4,500 r.p.m. in high auxiliary ratio and 25 m.p.h. in low auxiliary. With the larger tyres

these speeds become 60 m.p.h. and 25.75 m.p.h. respectively.

Two prototypes are in Africa on a journey from Göteborg to Cape Town, and two more are on trial runs in Denmark, Germany, Holland and Belgium. Endurance runs through the U.S.A., Canada and Finland are to take place, and a test through Norway has just been completed. If successful, the 4 x 4 will go into production.

## Cooler and Drier Air for Coaches

THE coach air-conditioning system evolved by Smith's Motor Accessory Division, 50 Oxgate Lane, London, N.W.2, was primarily designed for vehicles operating in temperate climates, although the effect of its use is most beneficial when ambient temperatures are 90-100° F.

The equipment is capable of lowering the interior temperature of a coach and dehumidifying the air at the same time. Common to most refrigeration systems, the evaporator-compression principle is employed.

There is a compressor driven by the engine, one or more evaporators, a condenser, a throttling or expansion valve, a refrigerant receiver and a temperature-control system.

Volatile refrigerant at high pressure is

fed as a liquid through the valve, which reduces the liquid's pressure and boiling temperature, into the evaporators mounted in the saloon. Air passing through the evaporators gives up its heat to the refrigerant, changing its state to a gas.

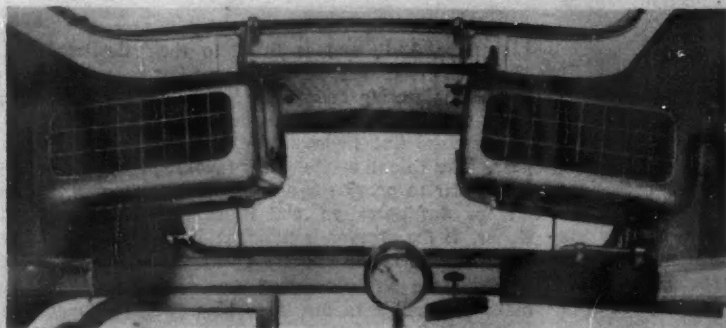
This gas is fed to the suction side of the compressor, in which the pressure is raised to a level at which it is capable of being condensed at a relatively high air temperature. Condensation takes place in the condenser, the heat being rejected to the outside atmosphere. The refrigerant is liquefied and the cycle is repeated.

Control of the equipment is automatic. A switch close to the driver affords half or maximum cooling by controlling the fans in the evaporators which draw in air and circulate it around the saloon. A thermostatic device prevents the system from operating when ambient temperatures are low.

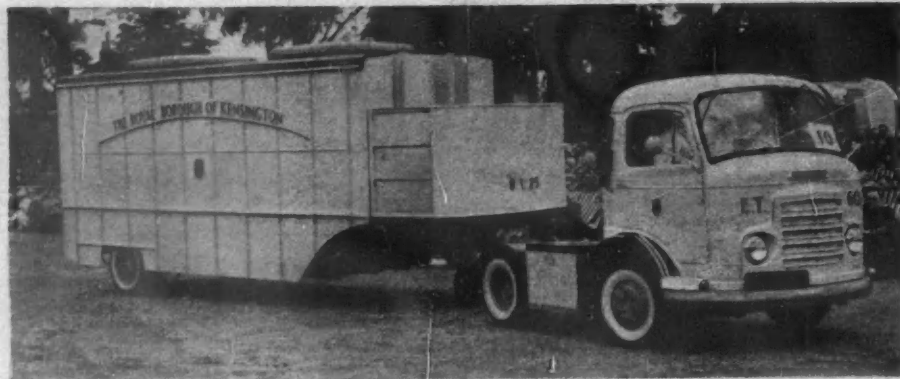
When the equipment is switched on, it cuts out as soon as ice forms on the evaporators, not restarting until the ice has dispersed. Ice formation indicates that some of the moisture in the saloon has been "captured" by the evaporators and that humidity has been reduced. This, combined with the circulation of cooled air, ensures passenger comfort.

An evaporator measures 1 ft. 3½ in. wide, 1 ft. long and 7½ in. high, and a pair can conveniently be mounted on the ceiling at the front. Depending upon ambient conditions, the equipment can reduce internal temperature by 15-20° F.

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*The two evaporators seen here mounted at the front of a coach body are part of the Smith's air-conditioning system.*



(Left) The Karrier electric tractor has traction equipment fitted by Smith's Delivery Vehicles, Ltd. It can haul 9 tons gross train weight at 10 m.p.h. and was shown with a barrier-loading semi-trailer.

(Right) The Haller body, which was shown by Glover, Webb and Liversidge, is a most effective worm-compression type. It was fitted with Zoller air-operated dustless loading gear.

## WAR ON DUST at Cleansing Show

**C**LEANER conditions for operatives and greater efficiency are foreshadowed by developments in equipment displayed during the Institute of Public Cleansing conference at Brighton last week. Taking dustless refuse collection first as the major future trend in public cleansing in this country, it is apparent that manufacturers of dustless-loading equipment are showing more optimism this year as to its ultimate success. At the 1958 conference, great hopes existed for the resurgence of this type of collection following its trials before and after the war when it was, in the main, found wanting or too expensive and discarded.

The question which still had to be answered in 1958 was whether any major local authority would be prepared to accept the cost of turning over to the new system. This has now been answered by Birmingham Corporation's rapid recognition of the success of their dustless-collection pilot scheme (*The Commercial Motor*, June 5), and the decision to adopt it throughout the city.

Attractive as dustless collection is to the householder, it is even more desirable for local authorities who have for some time experienced difficulty in obtaining labour for what is, with normal collection, an unattractive task. Power-operated bin-lifting gear and the use of larger bins, necessitating the employment of bin trolleys, cuts down the effort required, whilst the elimination of free dust makes the job cleaner. Indeed, dustless collection could well overcome the staff shortage difficulties of the public cleansing services.

### Continental Designs Preferred

Cleansing vehicle manufacturers have certainly not been slow to offer vehicles equipped for hygienic collection. In general they have opted for proven Continental designs of dustless-loading shutter, taking a short cut to providing trouble-free equipment. However, there are exceptions to this, notably by Shefflex, Ltd. Although their well-established dustless-loading system (it is in use by six local authorities) is perhaps somewhat slower than the Continental types, it does have the advantage of being able to cope with a wide range of bins, catering for open bins as well as those fitted with hinged lids.

Probably the most widely used Continental dustless shutter is the Zoller air-operated model. It is manufactured

(Below) Twin shutters at the rear of the Shelvoke and Drewry fore-and-aft body are opened hydraulically after depression of the treadle bar. This gives semi-dustless operation with normal manual loading.



under licence in this country by Glover, Webb and Liversidge, Ltd., and is fitted to their dustless-loading Haller refuse vehicle. It was shown last year fitted to the Eagle Engineering company's Speedyload body, but had been superseded on the model shown this year by a comparable, but hydraulically operated, Italian Talenti gear. The Talenti equipment is favoured by Eagle because it is easier to provide hydraulic pressure than compressed air for this operation, and it is also cheaper than the Zoller. If the demand is sufficient, it will be manufactured under licence in this country by Eagle.

Whilst the power-operated dustless bin-emptying gears make it possible to use large bins (4-cu.-ft. types being commonly in use in Germany), many authorities feel that fully hygienic refuse collection should operate on a twice-weekly basis. This indicates the use of smaller bins,





*Two New Semi-dustless Loading Devices on View at Brighton in Addition to Five Dustless Types : Novel Mechanical Sweepers and Two Electric Tractors Other Highlights of the Display*

**By Anthony Ellis**



*(Left) Gross train weights of up to 18 tons are catered for by the prototype Seddon electric tractor developed for Westminster City Council. It will operate with an 18-26-cu.-yd. Eagle-Compressmore semi-trailer.*



*(Right) Ochsner manually operated dustless-loading equipment is fitted to the Dennis Paxit continuous-loading vehicle. The equipment may be removed easily for normal loading.*

1½ cu. ft. being a popular size, and with bins of this capacity it is possible to employ manually operated dustless-emptying gear without placing undue strain on the operatives. Also loading rates can be stepped up as two or more loading shutters can be provided at the rear of the vehicle instead of one, as is normally the case with the more complex types.

That little effort need be required for manually operated shutters was shown by the Dutch de Graff dustless-loading system, now manufactured here by the Yorkshire Engineering and Welding Co., Ltd., and demonstrated on a 12-cu.-yd. forward-and-rearward tipping body mounted on a Guy Otter chassis. With this design the pivoting cradles for the bins are counterbalanced by springs to reduce effort. It has been chosen by Woking Borough Council for their dustless collection service.



*(Above) Two independent pivoting cradles for dustless loading of lidded bins are provided on the forward-and-rearward-tipping Yewco vehicle. The cradles are spring counterbalanced to reduce effort. (Left) A Dodge 7-ton chassis is the basis of this Eagle Speedyload 32-cu.-yd. vehicle. The rotating main drum is now covered by a plastics shield which incorporates a salvage compartment on the near side.*



(Left) Light industrial Wilshire sweepers were shown by Matling. This model is the rider-controlled 1236-X. It sweeps at up to 12 m.p.h. and at this speed can cover up to 190,000 sq. ft. per hour.



(Right) A 60-in.-wide sweep is provided by the Wayne 706 street cleaner. The transverse brush transfers dirt into the hopper with vacuum assistance.

Simpler still is the Swiss Ochsner dustless-loading gear, which was shown for the first time by Dennis fitted to the back of a Paxit vehicle. Cradles for the lidded bins are not provided, the bins merely hooking on to a rather high-mounted pivot and then being swung over through 180°, contacting the loading shutter which pivots with them.

For those who do not feel that the time has come for a complete turnover to fully dustless collection, two new developments of existing vehicles were shown at Brighton which offer forms of semi-dustless collection.

Shelvoke and Drewry, Ltd., demonstrated their standard 16-cu.-yd. W-type fore-and-aft body with hydraulically operated shutters at the rear. The two shutters are each operated by a hydraulic motor actuated by the depression of a bar at the rear of the vehicle. As the loader mounts the bar, the shutter opens automatically and remains in this position until he has emptied the bin.

Almost dustless loading from any shape or size of receptacle, is provided for by a semi-dustless loading version of the Paxit Major II, which was shown by Dennis. A feature of this design is that as the bin is emptied through the rear aperture, a forward draught of air is set up inside the body which tends to draw dust in.

The trend is definitely towards the use of large capacity machines. This cannot be achieved easily by increasing the size of vehicles as overall lengths, widths and turning circles have already reached the maximum which is practical for most cases.

Collection vehicles with a refuse capacity of up to 35 cu. yd. are available already. The most effective refuse vehicles working on the compression principle are the Haller and Speedyload designs manufactured by Glover, Webb and Liversidge, Ltd., and the Eagle Engineering Co., Ltd., respectively. They both compress refuse to twice its free density. An independent worm shaft rotates inside the Haller body to compact the refuse, whilst the two-start worm in the Speedyload design is attached to the inside of the cylindrical refuse container which rotates bodily.

Simpler compression-type bodies use hydraulically powered moving barriers, as in the Eagle Compressmore and Dennis Paxit designs, or a swinging barrier as exemplified by the Pendulum types which were exhibited by John Gibson and Son, Ltd.

Efficient use of body space is afforded by all these designs, but they have common disadvantages which include varying degrees of complication and the existence of moving parts in contact with refuse.

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This explains the success of the forward-and-rearward types of tipping body manufactured by Sheffield, Glover, Webb and Liversidge, Yewco, Dennis and Shelvoke and Drewry. They have no moving parts inside the body, and although they do not give positive compression of refuse, provide effective packing with low maintenance costs.

With refuse collection interest centred on the elimination of dust dissemination, mechanical street sweeping seems to have come much to the fore. The general purpose heavy-duty sweeper-collectors of Lewin Road Sweepers, Ltd., Johnston Bros. (Contractors), Ltd., the Yorkshire Patent Steam Wagon Co., Ltd., and Lacre Lorries, Ltd., were augmented this year by a powerful adversary.

This was an American Wayne 460 sweeper imported and displayed by Steel Fabricators (Cardiff), Ltd. It is three-wheeled and has a sweeping width of 10 ft. Dual controls are fitted to enable both sides of a road to be swept in one direction. A smaller Wayne 706 street sweeper was also displayed.

Another new small sweeper shown was the Verro Minor manufactured under licence in this country by Alfred Miles, Ltd. It has simple controls, good manoeuvrability and relies on vacuum to collect dust. Wilshire lightweight sweepers in both pedestrian- and rider-controlled forms were demonstrated by Matling, Ltd. They are primarily for industrial duties.

The other development apparent at Brighton was a revival of interest in the electric refuse vehicle. Certain authorities have to carry out collection by night in residential areas where the noise emitted by an internal combustion engine vehicle would not be desirable. Two such authorities are Westminster City Council and Kensington Borough Council.

Westminster have operated battery-electric powered tractors with Eagle Compressmore 18-26-cu.-yd. semi-trailers since before the war. Wishing to replace their existing tractors with modern vehicles, they found that no vehicle for the maximum gross-train weight at which they operate, namely 18 tons, was available. To meet the requirement Seddon Diesel Vehicles, Ltd., have produced a special chassis which was on show for the first time at Brighton.

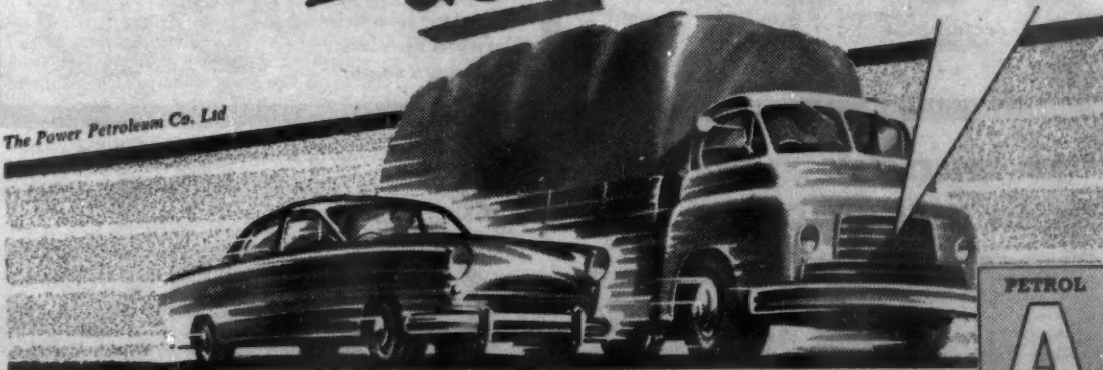
Kensington's need has been met by battery-electric conversions of Karrier Bantam tractors by Smith's Delivery Vehicles, Ltd. The tractor is capable of hauling gross train weights of up to 9 tons at 10 m.p.h. and was shown with an 18-cu.-yd. barrier-loading semi-trailer.





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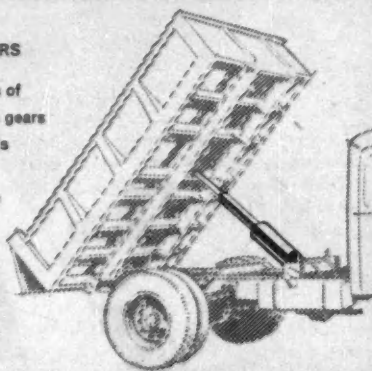
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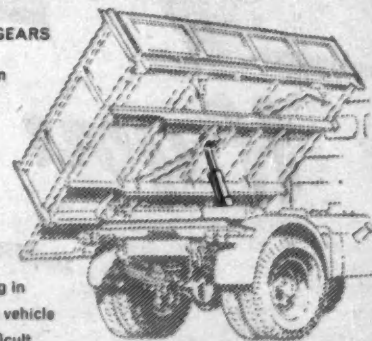
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# “Artics” versus Rigid— New Comparative Factors

*Planning for Profit*

## *Detailed Examination of the Operating Costs of Four Six-wheeled Goods Vehicles of Medium Carrying Capacity*

SINCE the announcement of the abolition of purchase tax on goods-vehicle chassis in the Budget, details of its effect on operating costs have been given in the four issues of *The Commercial Motor* (April 10, May 1, May 8 and June 5). The types of vehicle examined ranged from a 5-cwt. van to a maximum-load eight-wheeler.

The right choice of vehicle for loads which are too large for a four-wheeler, but do not justify the employment of an eight-wheeler, whether rigid or articulated, has often presented particular problems to the haulier. Now, with the removal of purchase tax, an additional factor is introduced when revising comparative operating costs for this category of vehicle.

Before April 7, purchase tax was payable on the chassis price of goods vehicles, including tractors, but not on semi-trailers. This naturally had its repercussions on subsequent operating costs, so that with the complete abolition of purchase tax there has not only been a reduction in the items of operating costs affected by the initial price of the vehicle—insurance, depreciation and interest—but there has also been a variation in the relativity of total operating costs as between comparable rigid and articulated outfits.

Apart from price changes, there has also been an increase in the range of vehicles suitable for dealing with what might loosely be termed the intermediate load—roughly between 10 and 15 tons. Standard medium-weight rigid six-wheelers are now more readily available, in addition to third-axle conversions of standard four-wheelers. In comparing relative costs as between rigid and articulated vehicles of this carrying capacity fair differentiation has to be made between quantity-produced and the heavier range of chassis. In particular, the correct assessment of vehicle and semi-trailer life is of special importance in this instance, because of its subsequent effect on depreciation costs.

### **Considerations in Selection**

As with many other aspects of transport operation costs cannot be considered in isolation when making comparisons between one type of vehicle and another. The comparative merits of rigid and “artics” must vary according to the operational characteristics of individual hauliers. Maximum platform length may be of paramount importance on one occasion, whilst an adequate reserve of power and traction may be essential in another. Again, maximum vehicle life may not always be required and might even be a needless expense if the job were known to be of short duration. These and other factors must all be carefully balanced against the use to which individual vehicles are going to be put before the correct appraisal of operating costs can be made.

So far as costs are concerned, I will bring up to date the figures for four six-wheelers—a medium-weight rigid, a medium-weight “artic,” a heavy rigid and a similar “artic,” all of course, having oil engines.

The medium-weight rigid is assumed to cost £3,000. With an overall unladen weight of 5½ tons the annual licence duty would amount to £85, the equivalent of £1 14s. per week. As with all subsequent divisions of annual standing costs, this item has been calculated on the basis of a 50-week year, allowing for two non-revenue-earning weeks when the vehicle may be under major repair.

Whilst, at the moment of writing, the Minister of Labour has not approved the proposed wage rates contained in R.H.(65), as recommended by the Road Haulage Wages Council, for the purpose of these costings it will be assumed that the new scale will be ratified. This would have the effect of raising the basic wage for the driver of a vehicle with a

carrying capacity between 10 and 15 tons to £9 1s. per 44-hour week in Grade 1 areas.

To this basic wage must be added the employer's National Health contribution, together with a voluntary liability insurance contribution. These two additions would make the basic wage approximately £9 10s. 2d. A further adjustment has still to be made to provide for two weeks' annual holiday with pay, bringing the weekly wages to £9 17s. 9d.

Rent and rates for garage will be nominally assessed at 12s. per week. The annual insurance premium depends, among other factors, on both the carrying capacity of the vehicle and the initial outlay. In the sample scale of premiums used in calculating this item of operating costs an excess premium is payable on values over £1,000 and on capacities over 10 tons. With these appropriate additions, and assuming a load of 12 tons, the annual premium becomes £66 10s., or £1 6s. 8d. per week.

Comparable with the nominal rate of interest which the haulier could otherwise have obtained on his capital if he had not gone into business, the cost of this item is reckoned at £1 16s. per week. The total for these five items of standing costs thus becomes £15 6s. 5d. To afford ready comparison between all four vehicles it will be assumed that each averages 800 miles per week. Standing costs per mile in this instance would, therefore, be 4.60d.

### **Running Costs**

With oil fuel purchased in bulk at 3s. 10d. per gallon, fuel cost per mile becomes 3.83d., whilst lubricants add 0.27d. per mile to the running costs. The mileage obtained from a set of tyres must obviously vary widely, according to both the operating conditions and the haulier's standard of maintenance. Although the accepted figure of 30,000 miles may be conservative in the circumstances, it will be uniformly applied to all four vehicles. Tyre cost per mile is therefore 3.36d.

Maintenance costs are calculated at 2.13d. per mile. In order to obtain the cost of depreciation, the price of the original set of tyres, together with the estimated residual value of 12½ per cent., must be deducted from the amount paid for the vehicle. The balance remaining to be written off is approximately £2,200 and, assuming a vehicle life of 250,000 miles, the depreciation cost per mile becomes 2.11d. The total running cost per mile is thus 11.70d., which, when added to the standing cost per mile of 4.60d. on an 800-mile week, gives a total operating cost per mile of 16.30d.

In considering the lighter of the two articulated vehicles it is assumed that the tractor costs £1,200 and the semi-trailer £800, giving a total cost for the outfit of £2,000. With an unladen weight of 4 tons 12 cwt. the annual licence duty is £65, or £1 6s. per week.

Wages will remain at £9 17s. 9d. As the “artic” will probably be longer than the rigid, rent and rates are assessed at 13s. per week. Because of the lower initial overall cost, the insurance premium is reduced to £60 a year, or £1 4s. a week. Interest charges are similarly decreased to £1 4s., making the total standing cost per week £14 4s. 9d., or 4.27d. per mile at 800 miles per week.

Fuel cost per mile will be reckoned to remain at 3.83d., and lubricants at 0.27d. Because of the variation in tyres fitted to the examples chosen, tyre costs per mile become 2.40d., and maintenance a little lower than before at 1.99d.

Because the tractor unit is in a lower price range than the previous vehicle it is reasonable to accept a shorter estimated life, which will be assessed at 150,000 miles. The life of the semi-trailer, however, will be assumed to remain at 250,000 miles.

Adopting the same method as before, the deduction of the price of the original set of tyres and ultimate residual value from the initial cost of the tractor leaves a balance of £880 to be written off. This gives a depreciation cost per mile of 1.41d. on the basis of a tractor life of 150,000 miles. Similarly,

the balance to be written off the semi-trailer becomes £570, or 0.55d. per mile when the estimated life is 250,000 miles. The full depreciation cost per mile for the outfit is 1.96d.

The total for the five items of running cost is thus 10.45d. per mile, making the total operating cost 14.72d.

Because of their relatively high initial cost, maximum-load six- and eight-wheelers have naturally benefited most from the Budget changes. The 20-ton-gross six-wheeled rigid considered here cost £4,500 before April 7, and is now reduced to £3,700. With an unladen weight of 6½ tons, licence duty amounts to £105 a year, or £2 2s. a week. Wages are again £9 17s. 9d. per week, and rent and rates become 12s. 6d. per week.

On account of the increased initial cost and carrying capacity, the annual insurance premium becomes £86, or £1 14s. 5d. per week. Interest rises to £2 4s. 5d. per week, making the total standing cost £16 11s. 1d. Again, at 800 miles per week, this amounts to 4.97d. per mile.

Fuel cost per mile is increased to 4.18d., whilst the cost of lubricants is a little higher at 0.28d. Resulting from the more generous tyre equipment, tyre cost per mile becomes 4d. Maintenance is assessed at 2.28d. per mile. After making the appropriate deductions, the balance to be written off is approximately £3,740, which, when spread over a mileage life of 250,000, gives a depreciation cost of 2.63d. per mile.

These five running costs total 13.37d., giving an aggregate operating cost of 18.34d. per mile.

The heavier articulated vehicle is reckoned to cost £3,300, made up of £2,400 for the tractor and £900 for the semi-trailer. Assuming the unladen weight to be in the range of 6½-7 tons, the annual duty will be £110, or £2 4s. per week. Wages remain at £9 17s. 9d. and rent and rates are increased to 14s. per week. Because of the lower initial cost, compared with the heavy rigid six-wheeler, the annual insurance premium is £83, or £1 13s. 2d. per week, whilst interest is assessed at £1 19s. 7d. per week. Total standing costs are therefore £16 8s. 6d. per week, or 4.93d. per mile.

Fuel cost remains at 4.18d. per mile, whilst lubricants add 0.27d. Tyres are calculated at 4.16d. per mile and maintenance at 2.12d. On this occasion both tractor and semi-trailer will be assumed to have a mileage life of 250,000. With a balance of £2,340 to be written off, the depreciation cost becomes 2.25d. and total running cost 12.98d. per mile.

The total cost of operating the maximum-load six-wheeled "artic" is thus 17.91d. per mile, compared with 18.34d. for the rigid of similar capacity. The corresponding operating costs per mile for the two lighter vehicles are: rigid, 16.30d.; "artic," 14.72d., again showing an advantage in favour of the articulated vehicle. S.B.

## Austin 7-tonner Converted to Six-wheeler

**A**N Austin 702 forward-control 7-tonner, converted into a six-wheeler by the use of an Eaton-Hendrickson rubber-suspension bogie, is being demonstrated by Kennings, Ltd., Queen Street, Derby. As a chassis with cab, the outfit has a kerb weight of 4 tons 2 cwt. With a gross recommended weight limit of 16½ tons there is an allowance of 12 tons 8 cwt. for body and payload.

The conversion is the first to be handled by Kennings and was carried out by the Warrington Wheel Co., Ltd., Warrington, fitting agents for the West Midlands and north-west England. In future, Kennings will do all their own work on new or existing vehicles and any make of chassis will be dealt with. The conversion will take five to 10 days. Kennings are distributors and fitting agents for the Eaton-Hendrickson bogie in the East Midlands, north-east England and North London.

For the Austin conversion the standard chassis frame, the lower flanges of which taper upwards in the vicinity of the rear axle, is cut off diagonally ahead of the rear-spring front-hanger brackets and ¼-in. channel of the same section as the standard frame is welded in its place. This gives a full-depth frame section over the bogie and up to the tipping hinge.

Frame stiffness is catered for by the addition of ¼-in. channel embracing the modified frame and extending from the rear of the frame to the

line of the rear engine mountings. In effect, the side members are ¼-in. thick for the greater part of their length, with a maximum external depth of 9½ in.

This additional channel reinforcement is applied only to chassis intended for tipping work. When platform or drop-sided bodies are to be mounted, L-shaped pressings are employed, with channel section in the vicinity of the suspension mounting brackets.

The original front and intermediate cross-members have been retained for frame bracing, but they are now bolted instead of being riveted. Slightly to the rear of the bogie centre line there is a new cross-member, consisting of two pressed-steel channels back to back.

A new rear cross-member also is provided. All the cross-member bolts pass through both channels of the side members.

The bogie employed with this Austin conversion is the standard Eaton-Hendrickson RS.320 unit.

There has been no change in the wheelbase of 12 ft. 6 in., the centre of the bogie lying in the same plane as that

of the original rear axle. The driving axle is an Eaton 16500 two-speed unit with electric shift and ratios of 6.14 and 8.54 to 1. The trailing axle is a standard unit, as supplied by Eaton Axles, Ltd., but fitted with similar hubs and brake gear to those on the driving axle.

To afford a safety margin in case of overload, 9.00-20-in. (12-ply) tyres are used all round, but 8.25-20-in. (12-ply) tyres can be provided.

The Kennings 18-cu.-yd. tipping body is 15 ft. 6 in. long, 7 ft. 4 in. wide and 4 ft. 6 in. high inside, and Autolifts M14F twin-ram front-end tipping gear is fitted. The demonstrator has power-assisted steering.

With trailing axle, the conversion costs £603 15s. 3d., including fitting charges of £250. On top of this is the cost of four wheels and tyres—£150 if 9.00-20-in. (12-ply) equipment is ordered, or £128 with 8.25-20-in. (12-ply) tyres. For heavy-duty operations, an Eaton-Hendrickson tandem-drive-bogie conversion can be carried out, in which case the total conversion cost, less the price of tyres, is £1,253, including the fitting charge.



*This Austin with Eaton-Hendrickson rubber-suspension bogie has an 18-cu.-yd. body with Autolifts twin-ram front tipping gear. The recommended gross weight is 16½ tons.*



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## Used Goods Vehicles (contd.)

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Phone, Sheldon 4386-7-8.

- 1954 BEDFORD 2-3-ton long-wheelbase truck, in very nice order, £375.
- 1955 BEDFORD 10-12-cwt. van, repainted blue, £265. 816-233

### CAPITAL MOTOR CO., L.TD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW BEDFORD available, 15-cwt. vans and conversions, 3-7-ton trucks, diesel 10-ton tractor units. SEND us your inquiries.

- 1949 BEDFORD 3-ton pantechinon, in reasonable condition, repainted, £200.
- 1949 BEDFORD 25-cwt. standard van, clean condition, £125.
- 1949 BEDFORD 8-ton tractor unit, £125.
- 1951 BEDFORD 8-ton tractor unit, in good order, £175.
- 1954 BEDFORD A-type 5-ton diesel long-wheelbase tipper, reconditioned engine, in very good condition, £385.
- BEDFORD 10-12-cwt. vans, 1954-57, good order, from £175.

REMINGTON ST., City Rd., N.1. (Near Angel.)

Clerkenwell 7456. 816-366

LOW-MILEAGE BEDFORD OL, unregistered, in good condition; also Bedford QL winch tractors at £175. Maine Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 816-147

1955, November, BEDFORD 10-cwt. van, in duo blue, one owner, £295.

BENHILL MOTORS, LTD., Bedford House, High St., Sutton, Surrey. Phone, Vigilant 8192. 816-86

1954 BEDFORD forward-control 7-ton long-wheelbase drop-side lorry, back-axle ratio 6/25, petrol engine, mechanically sound, cab and body good, tyre equipment good, £400. Ewins' Garage, The Cross, Banbury. Phone 3591-2. 816-198

1956 BEDFORD 2-3-ton petrol boxvan, low mileage, completely fitted out for wholesale confectionery distribution, N/S roller shutter entry, low step and double doors to rear, full height centre gangway between shelves, also ideal for mobile shop, excellent condition, finished grey primer, £695. Gregory's, Ltd., Maldenhead 766. 816-231

1952 7-ton, BEDFORD long-wheelbase truck, £350.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 816-255

1956 BEDFORD 7-ton diesel long-wheelbase drop-side truck, clean and in very good order, choice of three at £525 each.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 816-312

PARK GARAGE bargain: BEDFORD 3-ton flat truck, long wheelbase, Baiso extension, April, 1953, well maintained, suitable for Luton body, £225. Park Garage, 87 Urwin St., Camberwell, S.E.5. Rodney 4187. 816-304

1954 BEDFORD 25-30-cwt. A model, standard van, petrol, one owner, immediate delivery, £200.

1954 BEDFORD 3-ton A model, 475 cu. boxvan, petrol, one owner, immediate delivery, £390.

1954 BEDFORD C.A.V. standard van, petrol, one owner, immediate delivery, £180.

1955 BEDFORD C.A.V. standard van, petrol, one owner, immediate delivery, £200.

HUNTER VEHICLES, LTD., 290 Southbury Rd., Enfield. Phone, Howard 4184. 816-371

BEDFORD, 1954, 4-wheel tipper, fitted with Bedford 6-cylinder petrol engine, normal-control cab, 12-ft. 6-in. wooden body, with 3-ft. fixed-sides, tyres and general condition very good.

MAYFAIR GARAGE (TAMWORTH), LTD., Colshill M Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. 816-379

### SPURLING CITY DEPOT OFFER:—

- 1953 BEDFORD 5-ton diesel furniture van, approx. 1,250 cu. ft., £525.
- 1952 BEDFORD 2-ton van, £135.

HIRE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET,

LONDON, E.1.

Phone, Shoreditch 8433.

816-304



## Used Goods Vehicles (contd.)

**BEDFORD** O-model SCAMMELL tractor unit, 1949, 1145.  
**MEADWAY COMMERCIALS**, Bordesley Green Rd., Birmingham 9, Victoria 4933. 816-343

### Bedford Wanted

**A** BEDFORD for sale? Phone. Hamilton Motors, 465-480 Edware Rd., London, W.2. 816-343

**BEDFORDS** wanted! Bedford wanted! We want Bedford Trucks, tipper, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. 816-925

**BEDFORD**. All types wanted.

**BEDFORD**. All types wanted.

**CHANDLERS MOTORS LTD.**, 71 Greenwich South St., London, S.E.10. 816-107

### GRE 2033-4.

816-821

### B.M.C.

**1957** 7-ton B.M.C. long-wheelbase with Balon extension, 22-ft. platform body, 6995. Hamblins Garage, Ltd., Rectory Rd., Rushden 3211. 816-103

**DIESEL** engine, B.M.C. 4-cylinder, complete with gear-box, dynamo, starter, injection pump, complete assembly as new, bargain, £125. Cars and Commercial, 62 Aston Rd., North, Birmingham, 6. Phone, Aston 4217. 816-224

**B.M.C.-SCAMMELL** 1957 tractor unit, diesel, 3-speed axle, Carmo, Leighton Rd., London, N.W.5. Gulliver 5555. 816-95

**SPURLING MOTORS (CHISWICK) LTD.**, Spurling Corner, W.A. Phone, Chiswick 6741 (five lines).

**1955** B.M.C. diesel 7-ton truck. 816-70

**1956** B.M.C. long-wheelbase flat. 89 Macallister Rd., Sheffield 29139, 396241. 816-187

**1957** B.M.C. diesel artic. unit, 2-speed axle, fifth wheel coupling, with two Carrimors 10-12-ton 21-ft. trailer, excellent condition, £1,000 the lot. 816-107

**1956** B.M.C. diesel long-wheelbase 7-ton truck, 17-ft. drop-side body, in excellent running order, any trial, £650. 816-311

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 816-311

### COMMER

**COMMER TS3**, diesel, 1957 (September), 5-speed gear-box, long-wheelbase 18-ft. platform truck, one owner, driver. Slough 24001. 816-XA8263

**1953** Q4 COMMER, ex-W.D. long-wheelbase high-sided tipper, P6 engine, suitable for ash or coke, £150; good condition. Justice, Langley Mill 3182; home 3625. 816-105

**1956** June, COMMER express delivery van, in green, one owner, £340. 816-105

**PHOENIX MOTOR CO. (SURREY) LTD.**, Phoenix House, High St., Sutton, Surrey. Phone, Villiant 9161. 816-85

### SHELDON MOTOR SERVICES

2119 COVENTRY ROAD, BIRMINGHAM, 26.

Phone, Sheldon 4386-7-8.

**1955** COMMER 15-20-cwt. N.C. builders' truck, repainted, £275. 816-234

**1957** TS3 14-ft. body, twin ram tippers, air brakes, 9900 by 20 new tyres, 9775. Highfield Garage, 9 Newthorpe Common, Eastwood, Notts. Langley Mill 2623, evenings 3000. 816-276

**1957** COMMER TS3 long-wheelbase front and rear high-loading board with tilt sheet easily converted to platform, fitted overdrive, heater, good tyres, first-class clean vehicle, £895. P. and J. Finney, Ltd., 82-86 Bolton St., Bury 3208. 816-208

**1957** COMMER TS3 diesel artic. unit, 2-speed Eaton axle, air brakes, S.A.E. coupling, clean and in good order, choice of 10-12-ton trailers to suit if required, £850. 816-107

**1957** COMMER TS3 diesel long-wheelbase truck, 18-ft. Duramin body, in very good and clean condition, £850. 816-107

**1957** COMMER TS3 diesel long-wheelbase truck, 18-ft. Duramin body, in very good and clean condition, £850. 816-107

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**1957** COMMER TS3 diesel long-wheelbase truck, 18-ft. Duramin body, in very good and clean condition, £850. 816-107

### Commer Wanted

**COMMER** wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. 816-927

### DENNIS

**1951** DENNIS Max 6, long wheelbase, 5-speed rear-box, heavy-duty goods chassis, 40 by 8 tyres (recently renewed), with flat coachbuilt body, perfect condition in every way and recently painted. 816-166

**A. OULIGOTTI AND CO. LTD.**, Brighton Rd., off Heath Moor 622-3. 816-166

### Dennis Wanted

**WANTED**, Dennis Pax, P6, Contract Gully Cleaning, Ltd., Brownfields, Welwyn Garden City, Herts. Phone, Welwyn Garden 6363. 816-8371

### DODGE

**DODGE** 7-ton chassis and cab, short wheelbase Model 3144BY, Leyland engine, 18500 Eaton rear axle, 35-gallon fuel tank, 10,000 miles only, excellent condition, registered December, 1958, suitable as a 6-cu.-yd. tipper or artic. unit, this chassis has been re-processed, cost today £1,850, offers near £1,500 to W. H. Haselwood and Co., Ltd., Cowleigh Rd., Malvern, Worcs. Phone, Malvern 215. 816-18

## Used Goods Vehicles (contd.)

### MAIN DODGE DISTRIBUTORS,

### FERRARIS OF CRICKLEWOOD, L. TD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234 5-6-7.

**ALL** new models prompt delivery.

**FULL** range of spares for all models.

**SALES** and service. Perkins diesel service.

**SEE** our Miscellaneous fiction advertisement for used DODGE vehicles. 816-56

**1957 DODGE** 146/BR6, 7-ton long-wheelbase 19-ft. drop-side body, R6 engine, 18,500, heavy-duty 2-speed axle, shock absorbers, helper springs, all chrome front, etc., all good tyres, one owner-driver, in perfect condition throughout, 3465.100. 816-104

**GEO. H. KENDRICK LTD.**, Carriers Green, West Bromwich. Phone 0776. 816-247

**1954 DODGE** Kew tipper, long wheelbase, nearly-new steel coil body, P6 engine, stabilizer, Justice, Langley Mill 3182; home 3625. 816-104

**1951 DODGE** long-wheelbase tipper, Perkins R6 diesel engine, £175 for quick sale. Hamblins Garage, Rectory Rd., Rushden. Phone 3211. 816-102

**1953 DODGE** twin ram tipper, P6, 2-speed axle, good 8.25 x 20 tyres, very clean, one owner, 11-ft. drop-side, £275. 816-102

**1952** And 1954 DODGE 106 AP6, Eaton 2-speed axle, 33500, beam dismount, long-wheelbase tipping body and all spares available. Highfield Garage, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings 3000. 816-277

**DODGE** 5-6-ton long-wheelbase, Perkins P6, truck, £375. 816-277

**SHELDON MOTOR SERVICES**, 2119 Coventry Rd., Sheldon, Birmingham. Sheldon 4386-7-8. 816-234

**1956 DODGE** Model 102 P6 diesel long-wheelbase platform truck in excellent condition, £750. 816-277

**1955 DODGE** Model 146 AR6 diesel long-wheelbase 2-speed axle, air brakes, platform truck, £825. 816-277

**DODGE** Model 101C long-wheelbase truck, Perkins P6 engine, completely overhauled, £350. 816-277

**COMBS COMMERCIAL (GUILDFORD) LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 816-254

**1956 DODGE** diesel artic. unit, Scammell couplings, 2-speed axle, in good running order, £550. 816-308

**1957 DODGE** 7-ton diesel long-wheelbase truck, 2-speed axle, drop-side body, in exceptionally good order, £630. 816-308

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 816-311

### Dodge Wanted

**WANTED**, DODGE, 1951 onwards. Phone or write: **CHANDLERS MOTORS LTD.**, 71 Greenwich South St., London, S.E.10. 816-293

### GRE 2033-4.

**WANTED** urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Haslegh, Essex. 222-686. 816-293

### E.R.F.

**1949 E.R.F.** 8-wheeler, 24-ft. flat, 6LW Gardner engine, in good condition throughout. 816-243

**GEO. H. KENDRICK LTD.**, Carriers Green, West Bromwich 0776. 816-243

**E.R.F.** Northorpe Common, Eastwood, Notts. Langley Mill 2623; evenings 3000. 816-279

**E.R.F.** 8-wheeler, 24-ft. drop-side body, in very good order throughout. Barrow Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines) 816-194

**1951 E.R.F.** 8-wheeler, double drive, 6LW engine, 24-ft. drop-side body, clean and in good order, 9550; also other E.R.F. vehicles in stock. Terms, Exchange. 816-314

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 816-311

### FODEN

**FODEN** 1953 8-wheeler tipper, 17-ft. Pilot steel body, with tipping 900 by 20 tyres. Foden Mk. 11 2-stroke works reconditioned engine fitted November, 1958. 5-speed box, Heaton Bros., Ltd., Kimberley. Phone, Kimberley 2301-2. 816-13

**1945 FODEN** 8-wheeler, 6LW booster box, 40 by 8 tyres, really nice condition, £525. Edware 816-47

**BOUNDARY GARAGE**, Orpington. 816-47

**1957 FODEN** 8-cu.-yd. short-wheelbase tipper, Gardner 4LW, 12-speed gearbox, mileage 17,000, price £1,850. 816-51

**BOUNDARY GARAGE**, Sevenoaks Rd., Orpington 26485, Kent. 816-51

**FODEN** 6-wheeler double-drive, long-wheelbase, fitted Edbro tipper coil body, four speed, genuine F.G. model, 1959 or 1951, £750. Justice, Langley Mill 3182; home 3625. 816-106

**FODEN** 1951 8-wheeler chassis and cab, reconditioned, ready for work, any part-exchange or terms. 816-243

**R. YLAND GARAGE LTD.**, Ryland St., Birmingham 16. Edgbaston 4501-5. Grims: Diesel. 816-243

**1952 FODEN** FG model 8-wheeler, 6LW engine, double drive, clean and in good order, any trial, £1,100. 816-315

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 816-311

### FORD THAMES AND FORDSON

**1957**, December, Trader 2-ton 118-in.-wheelbase 5-ton, 4-cylinder petrol engine, 21,000 miles only, £475. Godfrey Davis, Ltd., Neasden Lane, N.W.10. Doi 8000. 816-7648

**1957** 4D THAMES 30-cwt. van, heater, roller shutter at rear, very good order and condition, £375. The Talbot Garage, Henley-on-Thames 222. 816-23

**1958 FORD THAMES**, 3,790 miles only, 30-cwt. 2-ton drop-side truck, 4-cylinder petrol engine, hand-operated tipping rear, front spring, flashing indicators, painted in cream, excellent condition, one owner, £625. 816-23

**R.P. MOTORS LTD.**, Central Garage, High St., Redhill, Surrey. Phone, Redhill 2933-4-5. 816-60

## June 19, 1959—THE COMMERCIAL MOTOR 21

(Supplement)

## Used Goods Vehicles (contd.)

### GORDON KING MOTORS, L. TD.

FORD AND THAMES DEALERS.

**TRADER** 41-seater Duple luxury coach, for early delivery, choice of colour and interior, 6-cylinder diesel, £1,770. 816-104

**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,145. 816-104

**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, for early delivery, £1,170. 816-104

**TRADER** 6D diesel, 7-ton 6-yd. Anthony drop-side tipper, 9,000 by 20, for early delivery, £1,401. 816-104

**1958** Trader 7-ton tipper, 6-cu.-yd. Anthony gear, 28,000 miles, £925. 816-104

**HIRE-PURCHASE** deposit now from 10%. 816-104

**ALL** Thames models in stock for early delivery, any MITCHAM LANE, S.W.16. Streatham 3133-4. 816-61

**1950** FORD P6 diesel 5-yd. drop-side tipper, £250. 816-104

**1952** FORD P6 diesel Sussex 6-wheeler, £195. 816-104

**1952** FORD P4 diesel 2-ton van, £275. 816-104

**1952** FORD 4D diesel, long-wheelbase truck, in extremely nice order, very good tyres, £295. 816-104

**1953** FORD 4D diesel 2-ton van, £325. 816-104

### EDWARE 2572.

816-48

### EAST GREENWICH GARAGE, LTD.

**1955** 5-ton FORD 4D heavy-duty equipment truck, good condition, low mileage, £450. 816-77

**TRAFALGAR RD.**, Greenwich, S.E.10. Gre 4776-7. 816-77

**1956** FORDSON 4D long-wheelbase tipper, engine stripped down, £175. Justice, Langley Mill 3182; home 3625. 816-107

### W. HAROLD PERRY, L. TD.

STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

**1956** Thames 5-ton 157-in. wheelbase chassis-cab 4D, fitted with light alloy milk float body, 4,695. 816-104

**1955** Thames 5-ton 157-in. wheelbase truck 4D, £495. 816-104

**1955** Thames 4-ton 157-in. wheelbase, flat platform, 4D, £325. 816-104

**1955** Thames 5-cu.-yd. tipper, 4D, £375. 816-104

**1955** Thames 3-ton truck, 4D, £375. 816-104

**1954** Thames 3-ton long-wheelbase boxvan, ET7 6475. 816-104

**1953** Thames 5-ton long-wheelbase chassis-cab, ET7, 6265. 816-104

**1956** Thames 30-cwt. integral van, 4D, £575. 816-104

**1952** Thames 5-ton long-wheelbase boxvan, ET7, £375. 816-104

**LARGE** selection of 5-, 10- and 10-12-cwt. Thames vans, always available. 816-104

**Most** of the above are guaranteed for 90 days. 816-104

### HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

AND TO

3.30 P.M. SATURDAYS. 816-242

**1958** THAMES 15-cwt. van, plain cream, taxed, one owner, 14,000 miles, excellent condition, £640. Orpington 816-141

**1955** THAMES diesel tipper (P6 engine), £195 each. DESBOROUGH PARK AUTOS, Desborough Park Rd., High Wycombe, Bucks. Phone 3113. 816-133

### WEYBRIDGE AUTOMOBILES, L. TD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

**1949** FORD 10-cwt. van, coachbuilt body, approximately 130 cu. ft., one owner, £45. 816-127

**1950** FORD ET7 5-ton van, P6 diesel, recent reconditioned engine and gearbox, new batteries, very good tyres, excellent throughout. Thorley, 37 Hylton Rd., Worcester. Phone 2487. 816-X8378

**CAPITAL MOTOR CO. LTD.** 816-104

**1953** FORDSON 5-cwt. van, good clean condition, £145. 816-104

**REMINGTON ST.** City Rd., N.1. (Near Angel). 816-365

### FRANK G. GATES, L. TD.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6631. 816-104

**1955** FORD 4D 2-ton van, £195. 816-104

**1956** FORD 10-cwt. van, excellent condition, £165. 816-104

**1958** FORD 6-cylinder diesel artic. and trailer, very low mileage, exceptional condition, £1,365. 816-104

**1958** Thames 15-cwt. van, works painted, choice of two from £395. 816-391

### G.T.C. (COMMERCIALS), L. TD.

**1955** FORD 4D diesel 4-ton long-wheelbase drop-side truck, ex C. licence operator, 816-104

**1955** FORD ET7 Perkins P6 diesel 3-ton long-wheelbase truck, very clean. 816-104

**G.T.C. (COMMERCIALS), LTD.**, 2 Addington Rd., Bow Rd., E.3. Opposite Bow Rd. Underground Station. Advance 5242-3. 816-306

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### Used Goods Vehicles (contd.)

**1958** THAMES Trader 6, long-wheelbase 7-ton truck, low mileage, one owner, choice of two, £765 each. **816-307**

**1957** THAMES 4D tipper, 5-yd. steel body, exceptionally clean, low mileage, £550.

**1956** THAMES 4D long-wheelbase 5-ton truck, very good order, one owner, £600. **816-307**

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175.

**FORD 1953** Thames 3-ton drop-sided lorry, fitted with petrol engine, in very good clean condition. **816-307**

**MAYFAIR GARAGE (TAMWORTH)**, LTD., Colleshill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. **816-375**

### Ford Thames and Fordson Wanted

**WANTED** FORD 4D, low mileage, 1954 and onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. **816-307**

**WANTED** FORDS 4D vans and Perkins all Wapacities. Chandlers Motors, Ltd., 71 Grosvenor South St., London, S.E.10. Gre 2033-4. **816-292**

**G.M.C.** 6 x 6, good order, some spares, (used), S. Hobbs, 96 Denning Avenue, Croydon 0547, Surrey. **816-265**

**UNREGISTERED**, ex W.D., good runners, from £100 each. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477. **816-307**

**JEN-TUG** ONE JEN-TUG, little used, with three trailers, £200. **816-307**

**APPLY** Sverdrup (Motors), London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. **816-307**

**KARRIER** 1949 KARRIER Bantam 2-ton chassis, fitted diesel engine, £135. Below. **816-307**

**1948** KARRIER Bantam 2-ton van, £55. **816-307**

**LONGMANS GARAGE**, Craven Rd., Ealing 5525. **816-67**

**LOW-LOADER** ex R.A.F., platform lorries, £200 each. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. **816-273**

**LAND ROVER** 1951 LAND ROVER pick-up truck with hoop and sheet, in excellent condition throughout including tyres, for quick sale, £195. H.P. terms arranged. Ivor 947. **816-307**

**1954** LAND ROVER, very good condition, £365. **816-307**

**1956** LAND ROVER, long wheelbase, 17,000 miles, £475. **816-307**

**1951** LAND ROVER, good condition, £160. **816-307**

**COOMBS COMMERCIAL (GUILDFORD)**, LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. **816-253**

**LEYLAND** 1953 LEYLAND Octopus tipper, Homalloy body, 20 ft. by 7 ft. 6 in. with Pilot gear, unladen weight 8,179, £2,300. Suitable for bulk coal, coke or grain. To arrange demonstration phone Great Western Motors, Vauxhall Rd. Phone, Reading 51246. **816-7650**

**FOR sale**, LEYLAND Comet 20-ft. platform truck, first registered in August, 1955, Homalloy full-fronted cab, 9.00 by 20 tyre equipment, Eaton 2-speed axle, heater fitted, in first-class condition throughout, the most immaculate Comet in a few counties; photograph on request. West End Garage, Harlington, Grantham. Phone 1311. **816-22**

**SPECIAL OFFER.**

**JEFFREYS COMMERCIAL MOTORS (SWANSEA)**, LTD.

**TWO ONLY**

**LEYLAND COMET 90**

**COMPLETELY REBUILT CHASSIS.**

**FITTED WITH NEW CABS, NEW TIPPING BODIES.**

**GUARANTEED.**

**NEATH ROAD,**

**SWANSEA.** **816-223**

**1953** LEYLAND 6-wheeler Hippo, double drive, 22-cu.-yd. metal body, Pilot tipper, good tyres, very nice machine, £1,195. **816-307**

**H. Specialists**, Bridge Man St., Bolton. Phone, Bolton 827; after hours 4652. **816-238**

**1956** LEYLAND Hippo 6-wheeler platform lorry, 10.00 by 20 tyres, in excellent condition throughout. **816-307**

**ARLINGTON MOTOR CO., LTD.**, High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. **816-341**

**LEYLAND Comet 90**, flat platform, long-wheelbase truck, first registered January, 1952, unladen weight 4 tons 4 cwt. 2 or 6 in., in first-class condition throughout, £975. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol 2. Phone, Bristol 7667. **816-347**

**1954** LEYLAND 6-wheeler, 600 engine, D.D., 24-ft. drop-side body, very clean and in excellent order, one owner, C licence since new, £1,500. **816-307**

**1954** LEYLAND Comet 90 artic unit, 2-speed axle, S.A.E. coupling with 23.5-in. 10-12-ton trailer, £750 in good running order. **816-307**

**ALSO** several other 1950-2 LEYLAND 4, 6- and 8-wheelers in stock at very reasonable prices. **816-307**

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. **816-307**

**1955** SEDDON P3 diesel 25-cwt. van, personnel carrier, really smart vehicle, good tyres, £385. Edgware 2572. **816-49**

**1953** SEDDON 7-ton boxvan, ex C-licence operator, ready for immediate use, £550. **816-49**

**OAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. **816-84**

**1949** P6 long-wheelbase platform, £225. **816-84**

**REIDON MOTOR SERVICES**, 2119 Coventry Rd., Shildon, Birmingham. Shildon 4386-7-8. **816-23**

**SEDDON 1949** artic, 10-11-ton Tasker 22-ft. drop-side detachable trailer, will separate. **816-23**

**SEDDON 1951** MK. VII 3-tonner 14-ft. 5-in. flat, reasonable price to clear. **816-23**

**SEDDON** Comet engine, new chassis and cab in stock, at £1,528, reduced chassis price. **816-23**

**RYLAND GARAGE LTD.**, Ryland St., Birmingham. R. 16. Edgworth 4501-5. Grams Diesel. **816-282**

**1955**, April, MKSL P6, 17-ft. alloy boxvan and cab, excellent condition, good tyres, one owner, immediate delivery. **816-370**

### Used Goods Vehicles (contd.)

**1948** LEYLAND Hippo 8-wheeler platform truck, engine recently reconditioned, 40 by 8 tyre equipment, air goods, six smooth, cab requires repair, £100. Franchise Garage, Ltd., Sheffield, 12. Phone, 37267. **816-303**

**LEYLAND 1948** 6-wheeler tipper, rebuilt with latest-type L cab, Leyland engine, 18-ft. body with 4-ft. fixed sides, twin-ram under-ram tipping gear. **816-303**

**MAYFAIR GARAGE (TAMWORTH)**, LTD., Colleshill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. **816-375**

**Leyland Wanted**

**8-WHEELER** Octopus trailer machine, 24-ft. drop-side body, about 1950 600 engine; also Dyson 4-wheeler trailer. All must be in good condition, including all tyre equipment. Mill and Sons (Botley and Denmead), Ltd., Curdridge, Southampton. Phone, Botley 2343. **816-16**

**MAUDSLAY**

**THREE** unregistered MAUDSLAY 8-ton diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Voss, Ltd., Amplehill, Bedford. **816-370**

**1950** MAUDSLAY Mustangs with 7.7 and overdrive box, in excellent condition, also spare MAUDSLAY axles. **816-370**

**1950** MAUDSLAY 12-ton twin-steer A.E.C. 7.7 engine, 20-ft. drop-side body, good condition throughout, £495. **816-370**

**G. BROWNE LTD.**, Carters Green, West 409. Phone 0778. **816-246**

**1948** MAUDSLAY diesel artic tractor, with Dyson trailer, £295. **816-134**

**DESBOROUGH PARK AUTOS**, Desborough Park Rd., High Wycombe, Bucks. Phone 3113. **816-134**

**1948** MAUDSLAY 8-ton twin-ram tipper, 7.7, completely rebuilt, £425. 3 Woodlands Drive, Princess Park, Sherington, Wigan. Phone, Appleby Bridge 409. **816-210**

**1949** MAUDSLAY 4-wheeler with 5LW Gardner engine, 20-ft. body, in very good running order, any trial, £300. Terms and exchange. **816-317**

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. **816-307**

**MAUDSLAY 1948** Twin Steer, fitted with A.E.C. 7.7 engine, 5-speed overdrive gearbox, 20-ft. platform body, tyres and general condition very good. **816-377**

**MAYFAIR GARAGE (TAMWORTH)**, LTD., Colleshill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. **816-375**

**MORRIS AND MORRIS-COMMERCIAL**

**1948** MORRIS 10-cwt. van nicely kept, £95. **816-6**

**1955** MORRIS 3-ton truck, one owner, £300. **816-6**

**1955** MORRIS 5-ton diesel chassis and cab, £395. **816-6**

**HEATH AND WILTSHIRE LTD.**, South St., Farnham, Surrey. Phone 6234. **816-6**

**WHOLESALE** meat van on Morris B.M.C. diesel chassis, long wheelbase, constructed in aluminium, fully insulated, equipped with roof rails, drop tailboard, rear hydraulic loader for carcasses, the whole plain blue, unladen, in very good condition throughout, £985. Highfield Garages (Derby), Ltd., 61 Kedleston Rd., Derby. Phone 47661-2. **816-264**

**PALMERSTON OF KINGSTON.**

**MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.**

**RELIABLE** used vehicles in stock. **816-81**

**PALMERSTON COMMERCIAL MOTORS**, LTD., 75-77 Penryn Rd., Kingston 5618. **816-81**

**NOVEMBER**, 1957, MORRIS J2 milk float, 15,000 miles only, one owner, excellent condition, suitable milk round or green-grocery, finish grey primer, £445. Gregory's, Ltd., Maidenhead 766. **816-239**

**1955** MORRIS 4-ton pick-up with tilt, £285. **816-252**

**COOMBS COMMERCIAL (GUILDFORD)**, LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. **816-252**

**SCAMMELL**

**SCAMMELL** ex-W.D. 6 by 4 tractor with winch, first-class order throughout. **816-7657**

**APPLY** Sverdrup (Motors), London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. **816-7657**

**SCAMMELL** Scarab 3-ton unit, 1950, one owner, perfect condition, £145. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandeker 6188. **816-151**

**TWO** 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each. Kerby Motors, New South Arterial Rd., Hornchurch, Hornchurch 42776. **816-155**

**FOUR** SCAMMELL semi-trailers, 8-tonners, 20 ft. long, sound condition, tyres fair, £180 each. Hamner's, Ltd., Chapel Lane, Longson, nr. Preston. Phone, Longson 3176. **816-8376**

**1950** SCAMMELL unit with 25-ton low-loader trailer, 20 ft. in well, knockout axles, air brakes, in first-class order throughout, appearance almost as new. **816-8376**

**ALSO** a number of other SCAMMELL vehicles, articulated and rigid. **816-318**

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. **816-307**

**SEDDON**

**1955** SEDDON P3 diesel 25-cwt. van, personnel carrier, really smart vehicle, good tyres, £385. Edgware 2572. **816-49**

**1953** SEDDON 7-ton boxvan, ex C-licence operator, ready for immediate use, £550. **816-49**

**OAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. **816-84**

**1949** P6 long-wheelbase platform, £225. **816-84**

**REIDON MOTOR SERVICES**, 2119 Coventry Rd., Shildon, Birmingham. Shildon 4386-7-8. **816-23**

**SEDDON 1949** artic, 10-11-ton Tasker 22-ft. drop-side detachable trailer, will separate. **816-23**

**SEDDON 1951** MK. VII 3-tonner 14-ft. 5-in. flat, reasonable price to clear. **816-23**

**SEDDON** Comet engine, new chassis and cab in stock, at £1,528, reduced chassis price. **816-23**

**RYLAND GARAGE LTD.**, Ryland St., Birmingham. R. 16. Edgworth 4501-5. Grams Diesel. **816-282**

**1955**, April, MKSL P6, 17-ft. alloy boxvan and cab, excellent condition, good tyres, one owner, immediate delivery. **816-370**

**HUNTER VEHICLES LTD.**, 290 Southbury Rd., Enfield. Phone, Howard 4184. **816-370**

### Used Goods Vehicles (contd.)

**SEDDON**, 1953, articulated tractor, fitted with Perkins P6 engine, 2-speed axle and 22-ft. platform trailer, S.A.E. coupling, tyres and general condition very good. **816-378**

**MAYFAIR GARAGE (TAMWORTH)**, LTD., Colleshill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. **816-375**

**SENTINEL**

**SENTINEL** 6-wheeler platform, one owner, first registered December, 1954, in first-class condition, 4-cylinder, good tyres, unladen weight 5 tons 11 cwt. **816-121**

**B. AND W. MOTORS LTD.**, 146 New Hampton Rd., West. Wolverhampton 31293. **816-121**

**1955** SENTINEL, 6-cylinder DI engine, being dismantled for spares, all parts available. Highfield Garage, 9 Newthorpe Common, Eastwood, Notts. Langley Mill 2623; evenings, 3000. **816-278**

**THORNYCROFT**

**1954** THORNYCROFT 8-wheeler, 25-ft. platform body, air brakes, one owner since new, unladen weight, £1,250; terms and exchange. **816-320**

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. **816-307**

**TROJAN**

**Trojan Wanted**

**WANTED**, TROJAN low-mileage models, 1953 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. **816-307**

**VULCAN**

**VULCAN** long-wheelbase platform lorry, 1952, £160. Taylor and Banks, Ltd., Sevenoaks, Kent (S8063). **816-275**

**UNCLASSIFIED**

**WHALEBONE MOTORS, LTD. OFFER—**

**1955** LEYLAND Octopus, platform body, excellent throughout, choice of several. **816-307**

**1953** SEDDON, chassis-cab only, first-class condition. **816-307**

**SCAMMELL** 1,500-gallon tank trailer, lagged. **816-307**

**W.D. SCAMMELL** 6LW engine, heavy winch. **816-307**

**1953** FORDSON tipper, P6 engine. **816-307**

**1956** FORDSON 4D boxvan. **816-307**

**S-TYPE** BEDFORD-SCAMMELL artic, 2-ft. box trailer, 8-wheeler, 9.6 engine. **816-307**

**A.E.C.** A.E.C. tipper, 7.7 engine, new steel body and tipping gear. **816-307**

**1947** A.E.C. tipper, 7.7 engine, new steel body and tipping gear. **816-307**

**E.R.F.** E.R.F. 8-wheeler, double-drive, Gardner 6LW engine. **816-307**

**FODEN** 8-wheeler, double-drive, Gardner 6LW engine. **816-307**

**SEVERAL** good A.E.C.s 4-wheelers, boxvans and platforms. **816-307**

**SEVERAL** good BEDFORD-SCAMMELLs, 8-ton diesel units and trailers if required. **816-307**

**ALBIONS**, P6 diesel engines, excellent throughout. **816-307**

**E.R.F.** Tractor unit, good throughout. **816-307**

**SEVERAL** SCAMMELL tractor units, 6LW engines, 40 by 8 tyre equipment, large-capacity tanks, trailers suitable for same. **816-307**

**239** 241 HIGH RD., Chadwell Heath, Essex. Phone, Seven Kings 5282. **816-44**

**OSWALD TILLOTSON, LTD.**

**SUMMIT WORKS.**

**BURNLEY.**

**Phone 2201-4.**

**PRESTON STREET, BRADFORD, 7.**

**Bradford 22377-8-9.**

**293 LIVERPOOL STREET, SALFORD, 3.**

**Pendleton 2845-6.**

**NEW A.E.C., B.M.C. vehicles, immediate delivery.**

**1958** E.R.F. 54G/5LW Gardner engine, immaculate condition. **816-307**

**1957** GUY Warrior, 20-ft. alloy-framed body, 2-speed gearbox, immaculate; choice of two. **816-307**

**1957** MORRIS J2 van. **816-307**

**1956** ALBION Refr., Albion engine, double drive, 22-ft. 6-in. body. **816-307**

**1956** COMMER T3J, 18-ft. 6-in. all-alloy body, immaculate. **816-307**

**1956** LEYLAND Comet, timber body, long wheelbase; choice two. **816-307**

**1956** LEYLAND Octopus 600, 24-ft. 6-in. body; choice of two. **816-307**

**1955** ALBION Refr., Albion engine, double drive, 22-ft. 6-in. body. **816-307**

**1955** BEDFORD articulated display van, fitted generator, ventilation system, sink unit, refrigerator. **816-307**

**1955** COMMER tractor, Perkins P6 engine, 2-speed Scammell coupling, good condition. **816-307**

**1954** A.E.C. Mammoth Major 8-wheeler, good condition. **816-307**

**1954** FODEN 4-wheeler, 16-ft. 6-in. timber body, 4LW Gardner engine, fine mechanically. **816-307**



## Used Goods Vehicles (contd.)

**HARRY DANDO.**  
VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers, including Scammell coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.

**TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

## NEW VEHICLES.

**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £2,528.  
**A.E.C.** Mercury Mark I, complete with new 15-ton York 18-ft. in-well low-loading trailer, air brakes, Thompson winch, £3,799.  
**A.E.C.** Mammoth Major 8-wheeler double-drive chassis and cab, £3,845.  
**YORK** 12-ton 26-ft. platform trailer with 2-ft. headboard, 9.00 by 20 12-ply tyres, £360.  
**YORK** 10-ton 25-ft. platform trailer, S.A.E. coupling, 2-ft. headboard, 9.00 by 20 10-ply tyres, £360.  
**YORK** 10-ton 25-ft. platform trailer, Scammell automatic coupling, 2-ft. headboard, 9.00 by 20 10-ply tyres, £654.  
**LEYLAND** Super Comet long-wheelbase chassis and cab only, £2,354.  
**LEYLAND** Beaver standard tractor unit with Leyland 600 engine, 8-ft. 6-in. wheelbase, S.A.E. coupling, rear wings, complete with Dyson 15-20-ton low-loading semi-trailer, 20 ft. in well, £4,435.  
**LEYLAND** Comet standard tipper, chassis and cab and tipping gear only, no body, two available, £2,103 each.

## SPECIAL ALICENCED VEHICLE.

**BEDFORD** 1938 7-ton long-wheelbase double-drop-side, Comet engine, in good condition, unladen weight 2 tons 19 cwt., West Midlands Area licence expires 1960.

## STACKER.

SUITABLE FOR HANDLING COAL, COKE, SAND, AGGREGATE, ETC.

**HYLO-VEYOR** Model HL 231DF, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor, the lift is hydraulically adjustable to a height of about 30 ft., £900.

## LONG-WHEELBASE.

**BEDFORD** 1957 R6 Boys rigid 6-wheeler, exceptionally good condition throughout, £1,500.  
**BEDFORD** 1957 7-ton long-wheelbase platform, Comet engine, in good condition, £950.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £900.  
**COMMER** 1956 T31 long-wheelbase double-drop-side, in exceptionally good condition throughout, £900.  
**BEDFORD** 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.  
**LEYLAND** Comet long-wheelbase, 1951 normal-control, good condition throughout, 18-ft. platform body, £600.  
**BEDFORD** 1956 A-type Luton van, exceptionally good condition, petrol engine, 900 cu. ft., £550.  
**BEDFORD** 1954 A-type P6 long-wheelbase double-drop-side, one owner good condition, tyres fair, ready for work, £475.  
**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £450.  
**FORD** 1956 D long-wheelbase double-drop-side, £450.  
**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £450.  
**BEDFORD** 1953 A-type long-wheelbase, petrol engine, chassis and cab, all good tyres, in good condition throughout, £400.  
**SEDDON** 1953 P6 long-wheelbase platform, fair condition throughout, £300.  
**LEYLAND** Comet 1948 long-wheelbase platform, £300.  
**MAUDSLAY** 1948 7-ton long-wheelbase platform, Gardner 4LW diesel engine, £300.  
**FODEN** 1937 8-wheeler, platform body, double-drive, Gardner 4LW engine, £300.  
**MAUDSLAY** 1948, A.E.C. 7.7 engine, twin steer, platform body, fair condition, £200.  
**ALBION** 1937 8-wheeler, platform body, 6-cylinder A-Albion engine is in good condition, trailing axle, sold with M.O.T. Prohibition Notice, £200.  
**SEDDON** 1948 P6 long-wheelbase double-drop-side, £100.  
**THORNYCROFT** 1949 long-wheelbase, diesel engine, poor condition, £100.  
**VULCAN** 1949 long-wheelbase platform, Perkins P6 diesel engine, £100.  
**ALBION** 1952 Chieftain, recently fitted with new Albion diesel engine, in exceptionally good condition throughout, £500.

## TRAILERS AND ARTICULATED.

**E.R.F.** 1946 Gardner 5LW, complete with new trailer, S.A.E. coupling, 15-20-ton Dyson low-loading trailer, tractor unit is ex-well-known C licence user, £2,250.  
**MAUDSLAY** tractor unit, fitted with latest-type A.E.C. cab and radiator grille, A.E.C. fully reconditioned 7.7 engine, completely rewired, new batteries, in exceptionally good condition throughout, fitted with new York 12 ft. in-well 15-20-ton low-loading trailer, £2,400.  
**DYSON** new 15-20-ton low-loading semi-trailer, 20-ft. in-well, vacuum brakes, £1,575.  
**ALBION** 1951 4-cylinder diesel 25-ft. Carriero close-coupled semi-trailer, £600.  
**TASKER** platform double axle semi-trailer, air brakes, modern trailer, in exceptionally good condition, Tasker coupling, £600.  
**AUSTIN** 1951 Loadstar tractor unit, diesel engine, Tasker coupling, complete with Tasker trailer, £475.  
**CARRIMORE** 12-ton 25-ft. platform trailer, exceptionally good condition, air brakes, S.A.E. coupling, £450.  
**ALDERSLEY** 10-ton full trailer low loader, 12-ft. in-well, vacuum brakes, complete with drawbar, knock-on axle, £1,500.  
**B.T.C.** 20-ft. boxvan semi-trailer, B.T.C. coupling, £125.  
**AUSTIN** 1950 Loadstar tractor unit, petrol engine, complete with Tasker coupling, £150.  
**BEDFORD-SCAMMELL** 1948 tractor unit, choice of two, £100 each.  
**AUSTIN** 1948 tractor unit, petrol engine, £100.

(Continued in next column)

## Used Goods Vehicles (contd.)

## TIPPERS.

**A.E.C.** 1953 Mammoth Major 8-wheeler, 9.6 engine, fixed high-capacity body, approximately 24 cu. yd., removable half sides to reduce to 16 yd., nearly all new tyres, ready for immediate work, £2,500.  
**E.R.F.** 1950 5LW Gardner standard wood body tipper, very careful operator, £1,000.  
**BEDFORD** 1958 7-ton long-wheelbase, Comet engine, fitted with new Pilot twin front ram tipping gear and wood drop-side body, £1,250.  
**AUSTIN** 1953 5-ton metal body petrol tipper, clean condition, £425.  
**COMMER** 1952 P6 standard wood body tipper, £300.  
**SEDDON** 1948 short-wheelbase tipper, diesel engine, £100.  
**B.M.C.** July, 1956, 7-ton long-wheelbase tipper, wood drop-side body, in exceptionally good condition throughout, 50,000 miles, nearly new tyres, £1,100.  
**B.M.C.** February, 1959, steel body tipper, 6,000 miles only, £1,600.

## VANS.

**LAND ROVER** 1954, diesel, good condition throughout, £350.  
**COMMER** 1955 8-cwt. van, £275.  
**MORRIS** 1954 15-cwt. J-type petrol van, £150.  
**FORDSON** 1945 10-cwt. van, £75.

## HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines). 616-265

## FERRARIS OF CRICKLEWOOD, L. TD.

206-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

## BEDFORD.

**1956** BEDFORD 10-12-cwt. van; choice of several.  
**B.M.C.**  
**1955** MORRIS 4-ton van.  
**1950** AUSTIN 10-cwt. A40 van.  
**1954** MORRIS 1-ton LD1 van.  
**1956** B.M.C. 7-ton diesel forward-control platform truck.

## DODGE.

**1957** DODGE 5-ton 106P6 diesel, alloy platform truck, choice of several.  
**1955** DODGE 103 P6 short-wheelbase diesel tipper; choice of two, £1,000.  
**1952** DODGE 124A P6 diesel tractor with Scammell coupling.

## FORDSON.

**1955** FORDSON 30-cwt. 4D diesel truck.  
**1956** FORDSON 5-ton 4D diesel Luton van.  
**1954** FORDSON 10-cwt. gown van, choice of several.  
**SEDDON.**  
**1952** SEDDON 7-ton long-wheelbase alloy-bodied platform truck, P6 diesel engine. 816-57

## FORD AND SLATER, L. TD.

## LEYLAND, ALBION.

ALL VEHICLES LESS THAN FIVE YEARS OLD ARE COVERED BY OUR USED GOODS VEHICLES WARRANTY.

**1958** LEYLAND Comet long-wheelbase forward-control chassis and cab.  
**1957** December, LEYLAND Comet, forward control, fitted with a 19-ft. timber drop-side body.  
**1954** FODEN 2-axle, fitted 18-ft. timber flat.  
**1955** ALBION Reiver, 21-ft. 4-in. alloy platform body.  
**1955** MORRIS-COMMERIAL 5-cu.-yd. tipper.  
**1956** LEYLAND 8-wheeler, trailing axle, 23-ft. drop-side body, alloy underframe, good tyres, unladen weight 7 tons 10 cwt., £1,950.  
**1956** December, COMMER T5 articulated with 20-ft. timber platform trailer.  
**1951** BEDFORD 5-ton petrol short-wheelbase tipper.  
**1957** LEYLAND Comet, 18-ft. timber flat, forward control.  
**1950** BEDFORD 5-ton petrol timber 5-cu.-yd. tipper.

## FORD AND SLATER, L. TD.

## LEYLAND, ALBION.

OWENDOLEN ROAD, LEICESTER.  
Phone 36117-9. 816-285

## DON EVERALL, L. TD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

**1949** FODEN 7-ton drop-side lorry, 4LW engine, good running order, £295.  
**1949** FODEN 6-ton drop-side lorry, 4LK engine, good running order, £295.  
PHONE, WOLVERHAMPTON 23212.  
NIGHTS AND WEEK-ENDS 32347 AND 22393.  
**DON EVERALL, L. TD.**

816-222

## Used Goods Vehicles (contd.)

## ROOTES, L. TD.

OFFER FOR SALE.

LONDON, W.10.  
LADBROKE HALL, BARLEY ROAD,  
LAD 3232.

**1954** COMMER 5-ton forward-control, long-wheelbase chassis-cab, 36,000 miles, £275.  
**1958** KARRIER Bantam 5-ton diesel tractor, B.K. coupling, with two platform trailers, 3,000 miles, £1,550.  
**1958** COMMER 1-ton forward-control van, diesel, 3,000 miles, £700.  
**1958** KARRIER Bantam 5-ton tractor, diesel, 3 coupling, 500 miles only, £780.  
**1958** COMMER 7-ton petrol, diesel, 9.00 x 20 tyres, unregistered, 2,500 miles only, £1,550.

BIRMINGHAM, 18.  
GREAT HAMPTON STREET.  
CEN 8411.

**BEDFORD** short-wheelbase 5-ton tipper, first registered 1953, single ram tipping gear, timber body, £275.  
**1952** COMMER normal-control 25-cwt. van, in excellent mechanical condition, ex "C" licence, £120.  
**1948** COMMER 5-ton 18-ft. drop-side, petrol, £100.

MANCHESTER, 15.  
OLYMPIA, CHESTER ROAD,  
BLA 6677.

**1954** October, ALBION Chieftain 6-7-ton alloy platform lorry, painted green, good tyres, good condition, taxed to December, £750.  
**1953** December, Vauxhall 4½ long-wheelbase container van, painted blue, engine reconditioned last year, good tyres, good condition, taxed to December, £325.  
**1956** February, BEDFORD 10-12-cwt. van, painted blue, cream, excellent tyres, good condition, 27,000 miles, £295.  
**1947** June, MAUDSLAY 8-ton lorry, 20-ft. alloy platform body, painted blue, cream, diesel engine, good tyres, good condition, ex-brewery, £495.  
**1957** January, COMMER 30-cwt. forward control, diesel van, excellent condition, good tyres, painted red, £500.  
**1951** June, VULCAN 7GF 17-ft. platform body, Gardner 4LW, 5-speed box, 36 by 8 tyres, whole vehicle in exceptionally good condition, one "C" licence owner, taxed to December, £495.  
**1957** October, KARRIER Bantam mobile Smith's butcher's shop, all extras, 10,000 miles only, finished in blue and cream, excellent condition, £950.

MAIDSTONE.  
LEEN ENGINEERING WORKS.  
PHONE 3333.

**1957** COMMER express delivery van, petrol, blue, £340.  
**1958** COMMER 5-ton platform truck, diesel, blue, low mileage, £1,075.  
**1957** COMMER 7-ton platform truck, diesel, green, £1,095.  
**1956** AUSTIN 7-ton truck, diesel, grey, £675.

ROCHESTER.  
HIGH STREET,  
CHATHAM 42231.

**1949** FORDSON 2-ton van, brown, good running order, £130.  
**1954** FORDSON utility van, blue, very good condition, bench seats, mechanically sound, £230.  
**1954** COMMER Q4 diesel truck, green, good running order, £275.  
**1951** AUSTIN A70 pick-up, yellow, heater, good condition, £245.

CANTERBURY.  
THE PAVILION,  
PHONE 3352.

**1951** AUSTIN Kennex 12-seater luxury coach, £950.  
**1954** COMMER 7-ton (petrol) forward-control, long-wheelbase alloy platform, £495. 816-327

**1956** AUSTIN A15 van, grey.  
**1947** SEDDON diesel short-wheelbase tipper.  
**1954** LEYLAND Comet normal-control short-wheelbase tipper.  
**1955** MORRIS 10-cwt. van.  
**1946** THORNYCROFT Burdy diesel drop-side.  
**1953** LEYLAND Comet normal-control platform.  
**1952** BEDFORD-SCAMMELL tractor, Comet engine.  
**1952** LEYLAND Comet normal-control drop-side.  
**1955** STANDARD Vanguard van.  
**1951** DODGE P6 long-wheelbase platform.  
**1953** AUSTIN A40 pick-up.  
**1956** FORD 4D long-wheelbase 4-ton tipper.  
**1948** ATKINSON 7½-ton platform.  
**1950** BEDFORD 30-cwt. van.  
**1954** BEDFORD (petrol) long-wheelbase 5-ton tipper.  
**1947** MORRIS (petrol) long-wheelbase 5-ton drop-side.  
**1957** COMMER medium-wheelbase 7-ton diesel tipper.  
**1953** COMMER 5-ton petrol van.  
**1951** VULCAN P6 6-ton drop-side.

NEWCASTLE (STAFFS) MOTOR CO., L. TD.  
NEWCASTLE ROAD,  
TRENT VALE, STOKE-ON-TRENT.

Phone 64621-2-3. 816-18  
645

### Used Goods Vehicles (contd.)

#### S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
COMERSAL, NEAR LEEDS.  
Phone, Dudley Hill 1144-9.

OFFERS FOR IMMEDIATE DELIVERY:—

- NEW A.E.C. 8-wheeler 9.6, double drive.
- NEW ALBION 8-wheeler Caledonian.
- NEW ALBION Chieftains with 900 tyres, anti-roll springs and 6-speed box.
- NEW ALBION Clydesdales.
- NEW E.R.F. 6LX double-drive 8-wheeler.
- NEW E.R.F. 4.4(G) 20-ft. chassis.
- NEW E.R.F. 5-cylinder 20-ft. chassis.
- NEW FORD Traders, all models.
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- 1950 SCAMMELL 8-wheeler.
- 1949 MAUDSLAY 6LW 8-wheeler.
- 1949 MAUDSLAY 8-wheeler, 24-ft. alloy body, one private owner.
- 1946 ATKINSON 8-wheeler.

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- 1955 LEYLAND Comet, 20-ft. drop-side body.
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- 1955 DENNIS Stork, underfloor 14-ft. drop-sider, £275.
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- 1948 A.E.C. 7.7, Durrain cab and body, £475.
- 1948 FODEN twin-steering 6-wheeler, 12-ton, 24-ft. Homalloy flat, 40 by 8, automatic lubrication, each loader, taxed, excellent, £1,650.
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- 1954 COMMER Q2, 12-ft. drop-sider, o.h.v. engine and heater, £100.
- 1949 BEDFORD 5-ton drop-sider, £125.

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- 1948 DODGE 5-yard, sound, £50.

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- 1951 BEDFORD-SCAMMELL articulated, 10-12-ton, Perkins R6, recently rebuilt with new cab, etc., very clean condition with special A licence East Midlands, Yorkshire and North West Areas.

- 1957 AUSTIN B.M.C. 5-6-ton long-wheelbase tipper with special A licence North West Area, £1,650.

- 1950 COMMER QX 7-ton long-wheelbase lorry with special A licence, 3 tons 2 cwt., North West Area, £1,350.

- 1958 BEDFORD articulated, Comet engine, 24-ft. drop-side trailer, S.A.E. coupling, 9,000 by 20 tyres (almost new), many extras, small mileage, condition and appearance as new, cost £3,000, our price £1,495 or available with special A licence East Midlands, Metropolitan and South Eastern Areas.
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- 1949 ATKINSON 4LK platform body, very clean, good tyres, 3-ton U.W.
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- FORK lift trucks, 3,000 to 6,000 lb. capacity, 9-ft. and 12-ft. lift. Also
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- 1957** B.M.C. 7-ton Balco extended Eaton 2-speed power steering, 22-ft. flat, very good condition, £775.
- 1956** ALBION Claymore boxvan, very clean, good tyres, £725.
- 1956** October, FORD P6 tipper, short-wheelbase wooden body, £485.
- 1956** COMMERCIAL T33, 16-ft. 6-in. flat, 900 by 20 tyres, £845.
- 1956** November, 7-ton DODGE R6 engine, 5-speed gearbox, 10-ton 2-speed axle, 900 by 20 tyres, body, £750.
- 1956** AUSTIN short-wheelbase tipper, Homalloy B.M.C. diesel, mechanically perfect, choice of two, £650.
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- 1955** Medium-wheelbase ALBION tipper, wooden drop side, £725.
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- 1954** September, BEDFORD 30-cwt. van, £365.
- 1954** MORRIS 30-cwt. drop-sided truck, very clean machine, £235.
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- 1949** VULCAN Perkins P6 double-ram tipper, £125.
- 1949** Semi-Luton van, £60.
- 1948** BEDFORD truck, £30.
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- 1956** ATKINSON L1586A (A.E.C. 9.6-litre) 8-wheel double-drive 24-ft. platform, 40 by 8.
- 1956** SEDDON (Perkins P6) 6-7-ton 4-wheeler platform, Michelin C20 tyres.
- 1956** AUSTIN (B.M.C. 5.1-litre) 5-ton 4-wheel 13-ft. Milshaw alloy tipper.
- 1955** A.E.C. Mercury 7.75-litre 8-10-ton 4-wheeler 20-ft. platform, 9.00 by 20.
- 1955** ATKINSON L1586 (Gardner 6LW) 15-16-ton 8-wheel double-drive 24-ft. platform, 40 by 8.
- 1955** LEYLAND Twin Steer (9.8-litre) 6-wheeler Milshaw twin-ram alloy tipper, 20-ft. body.
- 1955** LEYLAND Comet 30 diesel 7-8-ton 4-wheel 18-ft. dropside, 9.00 by 20.
- 1955** BEDFORD A-type (Perkins P6) diesel 4-wheel tractor, S.A.E. fifth-wheel coupler.
- 1954** ALBION HD57L 9.6-litre 8-wheeler, Northern special A 71 tons, expiry October, 1960.
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OFFER FOR IMMEDIATE DELIVERY:

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- 1950** FODEN 8-wheel double-drive, fitted new 22-ft. alloy body and new gear.
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- ANY** of the above machines can be supplied with East Midlands, Metropolitan, North Western or Norwich special A license.
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- 1954** DODGE 6-ton flat, P6 engine, choice of two.
- 1953** DODGE 7-ton 19-ft. drop-sided truck.
- 1952** DODGE 6-ton long-wheelbase hydraulic tipper.
- 1955** ALBION Chieftain, fitted 16-ft. alloy body.
- 1951** ALBION Chieftain 16-ft. flat.
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- 1954** SEDDON 14-ft. hydraulic tipper.
- 1954** BEDFORD A-type 609-cu.-ft. van, petrol engine.
- 1956** BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.
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**1947** COMMERCIAL van, £60.

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**1956** BEDFORD 10-12-cwt. vans, choice of two, £325.

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(Supplement)

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FORD Thames 10-12-cwt., registered 1958, painted blue, extras, very good throughout, £395.

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**1947** MAUDSLAY 7.7 A.E.C. diesel engine, ex brewery, £195.

CHOICE TWO E.M.A. Coles mobile cranes.

LAMBURN face-forward horsebox, Commer chassis, side and rear loading, £450.

JENKIN, East Maskell Farm, Lindfield. Phone, 816-19.

**5-30** CWT. various commercial vehicles, prices from £350. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7697 and 8575.

FOR sale or exchange (1) Ford 4D 1955 hydraulic tipper; (2) Ford 4D 1957 1,000-cu.-ft. pantechnicon. Outright sale or part-exchange for 1959 vehicles would be considered. A. Battley, 15 St. Thomas's Rd., Spalding. Phone 2203.

FODEN 1948 DG6, well tried, on 40 by 8s, cheap for quick sale.

COMMERCIAL T33, very well tried and reconditioned engine fitted September, 1958; this vehicle is in excellent condition and ready for immediate work, fitted with Hydravac brakes, £875.

BEDFORD 1953 Scammell tractor unit and 23-ft. York trailer, Perkins R6 engine, £600.

BEDFORD 1955 A type, Perkins P6, 14-ft. body and Telehook twin-ram underbody tipping gear, ready for work, £525.

BEDFORD 1947 3-ton tipper, new hydraulic tipping gear recently fitted, first 265 secure.

BEDFORD 1952 7-ton drop-side, petrol engine, tidy and clean, £150.

GENEROUS H.P. terms. Phone, Great Ponton 286.

816-28

SAVERS GARAGE, Brough, Westmorland, Brough 226.

816-169

### OVER HALL GARAGES, L.D.

**1951** BEDFORD 8-ton tractor unit, Tasker coupling.

**1955** BEDFORD CA van.

BEDFORD 10-cu.-yd. tipper, diesel.

E.R.F. 8-wheeler tipper, 24-cu.-yd. body, well maintained, good order and well tried.

A.E.C. 8-wheeler tipper, 24-cu.-yd., condition as above.

### OVER HALL GARAGES, L.D.

STAINES ROAD, BEDFORD, MIDDX.

Ashford 5741.

816-97

447

**Used Goods Vehicles (contd.)**

**GARLICK, BURRELL AND EDWARDS, L.T.D.**  
COMMERCIAL VEHICLE SALES,  
188 REGENT ROAD,  
LIVERPOOL, 20.

OFFER THE FOLLOWING

**QUALITY USED VEHICLES—**

**1958** BEDFORD 6-ton medium-wheelbase drop-side truck, fitted 8.25 by 20 12-ply tyres, 27,000 miles, in first-class condition throughout, or would sell as a 12-ft. 6-in. twin-van tipper.  
**1947** LEYLAND Beaver long-wheelbase drop-side truck, together with 18-ft. 4-wheel crane trailer, ball-bearing turn-table or will sell separately.  
**1954** BEDFORD 5-ton, P6 diesel, long-wheelbase tipper, excellent condition throughout.  
**1953** Thames short-wheelbase, all-metal body tipper.  
**1957** BEDFORD 7-ton long-wheelbase chassis-cab, Bedford 300-cu.-in. diesel engine, in first-class condition, has just been through our works, or would sell as long-wheelbase tipper with twin-ramp gear, fitted brand-new body and tipping gear to customers own specification, delivery within two weeks.  
**1956** 57 8-ton SCAMMELL tractor unit, both in first-class condition.  
**1951** COMMERCIAL Superpoise P6 diesel truck, 22-ft. trailer cheap.  
**1955** BEDFORD 5-ton long-wheelbase P6 flat truck, first-class condition throughout.  
**1951** AUSTIN Loadstar platform truck, choice of two.  
**1952** VULCAN, 4LW, long-wheelbase platform truck.  
**1958** BEDFORD builder's canopy pick-up, low mileage.  
DEMONSTRATIONS arranged any time on your premises without obligation.  
PART-EXCHANGES accepted against any of the above machines.  
PHONE, BOOTLE 4343.

**GARLICK, BURRELL AND EDWARDS, L.T.D.**  
188 REGENT ROAD,  
LIVERPOOL, 20. 816-204

**TOM BYATT, L.T.D.**

TASKER trailers for disposal with each vehicle, type 7-ton, platform, unladen weight of each trailer being 2 tons 6 cwt.  
**1948** 7.7-litre MAUDSLAY twin axle 10-ton tipper, 15-ft. 11-in. twin-ramp, very good order.

**OFFERS.**

PHONE, CALL, WRITE:

**TOM BYATT, L.T.D.**

FENTON.

STOKE-ON-TRENT.

TERMS, EXCHANGES.  
Phone, Stoke-on-Trent 48561 (six lines). 816-211

**1953** ATKINSON 6-tonner, 4LK, long-wheelbase flat, immaculate.  
**1951** DODGE long-wheelbase flat, P6 engine, 5-speed box.  
**1951** MORRIS long-wheelbase flat, Saurel diesel engine, good runner, £70.  
**1950** Registered E.R.F. flat, 4LW, 5-speed box.  
**1948** MAUDSLAY ex-W.D., 4LW Gardner, chassis and cab, very cheap.  
**1942** LEYLAND Beaver T5C18.  
**1940** ATKINSON twin-steer, 18-ft. 6-in. tipper.  
**1939** ATKINSON medium-wheelbase tipper, 4LW.  
**1938** E.R.F. 4LW flat.  
LEYLAND Comet 90 engine and 4-speed box, can be heard running.  
A.E.C. tractor, 4 x 4, with winch, suitable for spares.  
A.L.S.O. Gardner 5LW, 4LW, 4LK, P6.  
J. W. RATCLIFFE AND SONS, LTD., Low Bank Road Garage, Ashton-in-Makerfield 7497. 816-408

**CHANDLERS MOTORS, L.T.D.**

LUTON vans and pantechinons.  
**1956** November, BEDFORD 5-ton diesel truck, C-licence operator, £495.  
**1954** FORD 4D diesel pantechinon, 1,200 cu. ft., drop well, in beautiful condition, £465.  
**1953** FORD 4.5-ton, Perkins P6, 1,200 cu. ft., with drop well, £510.  
**1952** BEDFORD 4.5-ton pantechinon, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, £425.  
**TRUCKS.**  
**1955** BEDFORD A-type 5-ton diesel drop-sided truck, £375.  
**1954** BEDFORD 5-ton diesel truck, C-licence operator, in excellent order, £375.  
**1954** BEDFORD 7-ton diesel truck in first-class order, £425.  
**TIPPERS.**  
**1950** AUSTIN Loadstar long-wheelbase tipper, £150.  
**1955** BEDFORD 6-ton diesel long-wheelbase tipper, in excellent condition, one owner, £590.  
**1956** October, FORD 4D diesel 5-yd. tipper, steel body, very good condition, £395.  
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.**

816-294

**Used Goods Vehicles (contd.)**

**USED UNITS.**

**1956** BEDFORD 7-ton with boxvan body, petrol engine.  
**1949** SEDDON 5-ton platform, P6 engine.  
**1957** DODGE 7-ton furniture van, P6 engine.  
**1945** DENNIS Max long-wheelbase platform.  
**1948** COMMERCIAL Commando 30-seater coach, petrol engine, good condition.  
**1944** ATKINSON 6-wheeler, double-drive 6LW engine, 5-speed box.  
**1952** BEDFORD 2-ton Luton van, choice of two.  
**1947** LEYLAND 12AB platform vehicle, 7.4 engine.  
LLOYD bulldozer, 4-cylinder diesel engine, 6-ft. blade.  
**1949** GUY Vixen long-wheelbase furniture van.  
**1948** MAUDSLAY Twin Steer, 7.7 engine, 5-speed gearbox, long-wheelbase platform.  
**1955** AUSTIN B.M.C. diesel furniture van.  
FORDSON diesel Bray hydraulic shovel.  
**1950** GUY Otter, 18-ft. 6-in. platform, 4LK engine.  
**1940** E.R.F. 6-wheeler, 6LW engine, long-wheelbase platform.  
**1950** BRUSH electric truck with Legg charger.  
**1951** KARRIER Bantam short-wheelbase tipper, hydraulic brakes.  
**1946** THORNCRUFT T16 tractor and trailer, 8 ft. 6 in.  
**1939** BEDFORD 5 petrol long-wheelbase drop-side platform.  
PHONE, CALL, WRITE.

**USED UNITS.**

WHITFIELD,  
BURNLEY, LANCs.  
Phone, Burnley 2262.

816-92

**PETERBOROUGH ENGINEERING CO.**

NEW DODGE 3146AY chassis-cab, air brakes, 2-speed axle with York third conversion.  
**1956** DODGE 106A6 drop-side truck, £375.  
**1955** DODGE 106P6 drop-side trucks, very clean, £635.  
**1955** DODGE 106P6, 17-ft. drop-side body, good order, £450.  
**1955** COMMERCIAL T33 13-ft. 6-in. wheelbase truck, clean, £225.  
**1953** LEYLAND Comet EC02/4R platform truck, clean and sound, £750.  
**1951** BEDFORD 5 petrol long-wheelbase drop-side truck, £275.  
**1950** ALBION Chieftains, platform bodies, clean and in good order, choice of three from £375.

**44 EYE ROAD,**

PETERBOROUGH.

Phone 6161.

816-355

**W.E.M. MOTORS (Wimbleton), phone, Cherry-**  
**1956** BEDFORD A-type 6-7-ton long-wheelbase diesel truck, as new, £595.  
**1947** FODEN 16-ton rigid 8-wheeler, 6LW engine, 24-ft. flat, excellent, £595.  
**1950** BEDFORD-SCAMMELL 20-ft. articulated 6-wheeler, excellent order, £284.  
**1955** BEDFORD (registered) 5-ton long-wheelbase truck, new engine, £95.  
**1948** BEDFORD 5.4-ton long-wheelbase truck, good tyres, one owner, £65.  
**1951** BEDFORD 2.3-ton long-wheelbase 900-cu.-ft. Luton van, one owner, £195.  
**1947** BEDFORD 5-ton short-wheelbase Weston tipper, very good tyres, clean, £95.  
**1948** DODGE Perkins P6 diesel tipper, 7-yd. steel body, very clean, £195.  
**1936** A.E.C. Monarch with reconditioned 7.7-litre engine, 8-cu.-yd. all-steel body with Edbro tipping gear, splendid for road or site, £295.  
A owner, new body, in very fine condition, on good 7.50 by 20 tyres, 3-seater cab, £495.  
AUSTIN 1955 Loadstar 6-ton long-wheelbase platform truck, C licence, £195.  
THORNCRUFT 1951 diesel 2.3-ton boxvans, one owner, very good order, £245.  
**1951** COMMERCIAL 6-ton QX underfloor-engined 16-ft. truck, very good, £195.  
**1951** COMMERCIAL 355 35-38-cwt. ex Lyons tea vans, several, each £85.  
AUSTIN 1956, October, LD2A 30-cwt. builder's truck, 22,000 miles, in very good condition, cost over £600 and offered at £345.  
HANDS 2.3-ton tow-bar type 4-wheeled 2-ft. boxvan trailer, as new, on 6.50 by 20 tyres, roller shutter rear, 1,200 cu. ft. cap., £295.  
HIRE-PURCHASE and part-exchange. Many other trucks and tippers in stock. All types of commercial vehicles wanted for good cash.  
**W.E.M. MOTORS (Wimbleton), 506-508 Kingston Avenue and Cherrywood 1480. (Close to Keynes Park Station.) 816-372**

**BIRMINGHAM COMMERCIAL OFFER—**

**1949** A.E.C. tractor, two semi-low-loader trailers.  
**B.M.C.** new 7-ton long-wheelbase chassis cab.  
**1956** B.M.C. short-wheelbase 5-ton tipper.  
**1955** BEDFORD 7-ton long-wheelbase tipper.  
**1955** DODGE 5-ton long wheelbase, special A Metro.  
**1951** FODEN 6-wheeler.  
**1952** LEYLAND 6-wheel tipper.

TERMS AND EXCHANGES.

**560 COVENTRY ROAD,**

BIRMINGHAM, 10.

Phone, Victoria 0437-8.

816-266

**Used Goods Vehicles (contd.)**

**G. S. O'SCROFT AND CO. L.T.D.**

MAIN BEDFORD DEALERS.

OFFER THE FOLLOWING VEHICLES—

**1956** July, AUSTIN B.M.C. normal-control diesel long-wheelbase tipper, double-drop-side body, in excellent condition, £650.  
**1956** November, BEDFORD 5-ton drop-side truck, in immaculate condition, low mileage, £575.  
**1955** June, DODGE 7-ton long-wheelbase 18-ft. 6-in. platform truck, diesel engine, in good condition, £735.  
**1955** July, DODGE 5-ton long-wheelbase tipper, double drop-side body, diesel engine, angle tipping gear, in excellent condition, £675.  
**1954** BEDFORD forward-control tractor unit, fitted Scammell coupling, petrol engine, in excellent condition, £375.  
**1954** GUY Otter diesel platform truck, Gardner 4LK diesel engine, Homalloy body, £650.  
**1953** DENNIS Pax forward-control 7-ton medium-wheelbase tipper, front-end Pilot tipping gear, Perkins P6 engine, 12 months in installation, one owner from new, £115.  
OPEN for offers.

**1951** August, DODGE long-wheelbase tipper, double-drop-side body, diesel engine.  
**1950** February, MAUDSLAY Mustang twin axle, fitted A.E.C. 7.7 diesel engine, 5-speed gear-box, 21-ft. platform.  
**1950** January, COMMERCIAL QX 5-ton long-wheelbase tipper, in fair condition.  
**1953** COMMERCIAL QX short-wheelbase tipper, under-floor tipper gear, in good condition.  
**1950** BEDFORD long-wheelbase petrol tipper.  
**1951** BEDFORD short-wheelbase tipper, steel body.

PART-EXCHANGES WELCOME.

DEFERRED TERMS ARRANGED.

**G. S. O'SCROFT AND CO. L.T.D.**

DERWENT STREET, DERBY.

Phone, Derby 40171.

816-361

**COUNTY OAK SERVICE STATION, L.T.D.**

VAUXHALL-BEDFORD MAIN DEALERS.

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

**BEDFORD 1958** 2-ton truck, many chrome extras, £625.  
**BEDFORD 1959** April, FORD Thames 12-seater Worka-bus heater, 4,000 miles, as new, £590.  
**BEDFORD 1958** 2-birth caravan, many extras, one owner, £670.  
**BEDFORD 1946** 2-ton truck, very clean, £100.  
**BEDFORD 1955** CA van, very clean, £235.  
**BEDFORD 1948** 10-12-cwt. van, nice condition, £115.  
**BEDFORD 1947** 5-ton pantechinon, £200.  
**AUSTIN 1947** meat van, £120.  
**FORD 1952** gown van, nice condition, £225.  
**FORD 1952** E76 5-ton meat van, £145.

816-396

**CENTRAL GARAGE,**

BARNESLEY ROAD,

SOUTH ELMSALL, NEAR PONTEFRAC.

**LEYLAND AND ALBION**

AUTHORIZED DEALER.

Phone, South Elmsall 276-7-8.

**NEW LEYLAND Super Comet** long-wheelbase chassis and cab with 2-speed axle, for immediate delivery.  
**FODEN 8-wheeler, 1944**, fitted with Gardner 6LW engine, 24-ft. platform body and 40 by 8 tyres.  
**BEDFORD, 1956**, 7-ton short-wheelbase tipper, H6 engine, steel U-shaped body.  
**BEDFORD 5-ton, 1953**, long-wheelbase with drop-side body.  
**SEDDON Mk. VI L** drop-side body, P6 engine, November, 1954.  
**SEDDON, 1953**, P3 engine, 16-ft. platform body.

816-195

**1956** BEDFORD Weston tipper, P6 engine, metal body, £650.  
**1955** SEDDON medium-wheelbase Pilot tipper, wood body, £775.  
**1954** AUSTIN medium-wheelbase, alloy drop-side body, works reconditioned engine, £485.  
**1954** ALBION Clydesdale, Pilot gear, wood body, £750.  
**1954** ALBION Clydesdale, Pilot gear, wood body, £775.  
**1951** COMMERCIAL QX, Telehoist gear, steel body, £325.  
**1951** COMMERCIAL QX, Telehoist gear, steel body, £285.  
**1950** BEDFORD, metal body, Anthony hoist gear, Ford 4D engine, £195.  
**1949** LEYLAND Comet, steel body (poor condition), £150.  
**1952** AUSTIN 3-way, new tyres, good condition, £185.  
**1950** BEDFORD van, very good condition, £185.  
**1949** BEDFORD 10-12-cwt. van, windows fitted, £95.  
AUSTIN 4 x 4, good condition, good tyres, £185.  
AUSTIN Loadstar drop-side, works reconditioned engine, £195.  
A.E.C. 6-wheeler, A runner, £225.

**TWO GATES GARAGE, L.T.D.**

OXFORD ROAD,

RYTON ON DUNSMORE,

NEAR COVENTRY.

Toll Bar 3361-2-3.

24-HOUR SERVICE.

816-227



## Used Goods Vehicles (contd.)

**BEECH'S GARAGE (HANLEY), L.TD.**  
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

**NEW FORD** 7-tonner long-wheelbase chassis and cab, 2-speed axle, immediate delivery.

**1954** A-type BEDFORD 1-ton long-wheelbase, drop-sided body, repainted and in very good condition.

**1940** E.R.F. 4L6 6-tonner, 34 by 7 tyres, fitted with 1,300-gal. 2-compartment milk tank, fuscine lined, in very good condition.

**DIAMOND** 1 wreck recovery vehicle, 6 by 8 power-driven crane and winch, equal to new, ex-M.O.S.

**1948** ATKINSON 8-wheeler, double-drive axle, 24-ft. drop-sided body, 40 by 8 tyres, in very good condition.

**1956** A.E.C. Mercury, 21-ft. alloy platform body, 9.00 by 20 tyres, in first-class condition.

**1957** BEDFORD 7-ton medium wheelbase end tipper, Bedford diesel engine, 9.00 by 20 tyres, in first-class condition.

**BEDFORD** QL 4 by 4, ex-M.O.S., steel bodies, choice of several.

**BEDFORD** 4 by 4 900-gal. tankers, ex-M.O.S., choice of several.

**1948** DENNIS Max, 16-ft. drop-sided body, ex-C-licence user, 9.00 by 20 tyres, in very good condition.

**1957** E.R.F. 8-wheeler, 24-ft. drop-sided body, 9.00 by 20 tyres, Rolls-Royce 4-cylinder engine, in good condition.

**1957** BEDFORD 6-wheeler, 22-ft. platform body, Leyland Comet engine, 9.00 by 20 tyres, in excellent condition.

**BEECH'S GARAGE (HANLEY), L.TD.**  
HOPE STREET, HANLEY, STOKE-ON-TRENT.  
S-on-T. 25249 and 25240. 816-387

**HILLS.**

**1956** ALBION Relver 6-wheel double-drive 22-ft. platform lorry with canopy over cab, Leyland diesel engine, air brakes, 9.00 by 20 12-ply tyres, unladen weight 4 tons 18 cwt., with Carrimors 4-wheel trailer with 15-ft. platform body, price complete £1,950, would separate.

**1959** B.M.C. 7-ton diesel L chassis-cab, new, offers.

**1954** BEDFORD-SCAMMELL 5-type R6 tractor, 4375.

**1956** MORRIS 5-ton forward-control, petrol, 18-ft. flat, 4465.

**1956** SEDDON Mk. 5L 5-7-ton platform lorry, unladen weight, 2,18.63, £160.

**1947** SEDDON Mk. 5L 6-7-ton platform lorry, £450.

**1953** SEDDON Mk. 5L 6-7-ton platform lorry, £450.

**HILLS GARAGES (MANCHESTER), L.TD.**  
80-90 FORT STREET, MANCHESTER, 1.  
Central 4313. 816-191

**THE GREATEST BARGAINS.**  
ATKINSON 8-wheeler platform vehicle.

**1947** LEYLAND 8-wheeler platform vehicle, choice of two.

**1956** B.M.C. platform vehicle.

**T.G.B. MOTORS, L.TD.**  
PRIMO ENGINEERING WORKS,  
CLITHEROE, LANCs, 784 (four lines). 816-148

**WELCH'S GARAGE (STAPLEFORD), L.TD.**  
NEW BEDFORDS.

**15-CWT.** van, in primer.

**15-CWT.** with Osbourne milk delivery body.

**11-TON** 25-ft. SCAMMELL drop-sided trailer.

**USED BEDFORDS.**

**8-TON** tractor, 1948.

**8-TON** tractor, ex-W.D., rebuilt with P6.

**8-TON** standard 20 SCAMMELL trailer.

THE above three vehicles well tried and good runners. £125 the lot.

**1955** FORD 4D, 14-ft. drop-sided body, with all H.D. extras and 750 by 20 tyres, £385.

**1954** November, 7-ton BEDFORD long-wheelbase high-sided tipper, diesel, much above average, 1675.

**1955** BEDFORD CA van, very clean and well tried, £245.

**1956** BEDFORD 5-ton long-wheelbase truck, P6 engine, very clean, £500.

**LONDON ROAD, STAPLEFORD, CAMBS.**  
SHELFORD 3017-4-9. 816-336

**COX'S MOTORS (HILL TOP), L.TD.**

**1957** COMMERCIAL T33 long-wheelbase truck, 4350.

**1955** SEDDON diesel 6-7-ton tipper, £650.

**1954** BEDFORD 5-ton short-wheelbase tipper, £475.

**1954** MORRIS diesel 5-ton long-wheelbase, over-drive, 4375.

**1958** MORRIS Cowley pick-up truck, as new, £475.

**1954** BEDFORD 7-ton diesel long-wheelbase tipper, 4350.

**1947** MAUDSLAY Mogul Mk. II long-wheelbase drop-side truck, £275.

**1958** MORRIS LD2 van, 3,000 miles only, £675.

**1951** AUSTIN diesel long-wheelbase tipper, exceptional, £350.

**TERMS, EXCHANGES ARRANGED.**

**COX'S MOTORS (HILL TOP), L.TD.**  
127 HILL TOP, WEST BROMWICH.  
Phone, Wednesbury 0470 and 1047. 816-49

## Used Goods Vehicles (contd.)

**WINGERWORTH SERVICE STATION, L.TD.**  
DERBY ROAD,  
WINGERWORTH, CHESTERFIELD.  
FOR FORD AND DODGE TRUCKS.  
SEVERAL SECOND-HAND VEHICLES  
IN STOCK.  
H.P. FACILITIES AVAILABLE.  
CHESTERFIELD 3527 AND 7833. 816-158

**COVENTRY AND JEFFS, L.TD.**  
COMMERCIAL VEHICLE SPECIALISTS.

**TIPPERS.**

**DODGE** 1954 14AR6 tipper, good vehicle, tyres reasonable, £750.

**DODGE** 1954 103P6 tipper, fair condition, £495.

**LONG-WHEELBASE TRUCKS.**

**DODGE** 1955 106P6 long-wheelbase standard drop-side truck, 16 ft., good condition, £725.

**FORD** 1955 4D standard drop-side vehicle, clean, tyres reasonable, £325.

**DODGE ATKINSON SEDDON FORD.**  
24-HOUR SERVICE.  
MILL LANE.  
BEDMINSTER, BRISTOL, 3.  
Phone 6-4661. 816-356

**MARSTON MOTOR CO., L.TD.**

**NEW AUSTIN** 4-cylinder diesel furniture pantechon, 1,325 cu. ft., fitted twin heaters, flashers, painted blue, immediate delivery.

**1956** MORRIS 10-12 cwt. van.

**1954** BEDFORD 10-12 cwt. CA van.

**1952** COMMERCIAL 7-ton long-wheelbase platform lorry, petrol.

**1955** Thames 4D Luton.

**EARLY DELIVERY OF NEW AUSTIN OMNIVANS.**

**MARSTON MOTOR CO., L.TD.**  
SEVEN SISTERS ROAD, TOTTENHAM, N.15.  
Phone, Stamford Hill 8000.

**BODYBUILDERS FOR ALL TYPES OF TRADES.**  
PHONE FOR QUOTES AND DRAWINGS. 816-220

**PRALLS (HEREFORD), L.TD.**  
COMMERCIAL VEHICLE SPECIALISTS.

**ATKINSON, AUSTIN, FORD, DODGE.**

**NEW** and unregistered AUSTIN 7-ton diesel immediately available, with 18-ft. drop-sided body with or without 18-ft. detachable cattle container body.

**1957** FORD Thames 4D drop-sided truck.

**1956** BEDFORD 7-ton diesel R6 tipper, 11-ft. 6-in. body.

**1956** DODGE 7-ton diesel, 17-ft. drop-sided body.

**1954** ALBION 7-ton Clydesdale, 18-ft. Duramin platform body.

**1951** DENNIS Max 7-ton 20-ft. platform.

**1950** DENNIS Jubilant 8-wheeler double-drive, 24-ft. platform.

**1949** Proctor diesel tractor, Scammell coupling gear, P6 engine, David Brown 5-speed box.

**PRALLS (HEREFORD), L.TD.**  
HOLMER ROAD,  
HEREFORD.  
Phone 4221 (six lines). 816-267

**£685.** 1954 BEDFORD 10-ton Scammell tractor, R6 engine, complete with 10-12-ton low-loader trailer, knock-out 4-in. line axle, 14-in. well.

**£275.** 1954 MORRIS-B.M.C. diesel 5-ton short-wheelbase tipper, one owner.

**£195.** 1949 SEDDON 6-ton diesel lorry.

**£225.** 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.

**£575.** 1954 10-ton BEDFORD Scammell, R6 modified engine, complete with trailer, clean outfit.

**£165.** 1951 AUSTIN 3-ton Loadstar, fitted P6 engine (diesel), clean wagon.

**£285.** 1955 FORD 4D diesel 2-3-ton lorry.

**£135.** 1954 BEDFORD 7-ton petrol steel-body tipper, cab needs slight attention.

**£65.** Perkins P6 engine, complete with all fittings, for Vulcan and Bedford.

**£60.** 1-ton Burtonwood hydraulic tailboard lift.

**£85.** 1-ton Hyster for Bedford chassis.

**255** WALTON LANE, Liverpool, 4. Aintree 1873. 816-299

**GILBERT RICE, L.TD.**  
HORSHAM, SUSSEX.  
Phone 4331.

**1955** FORD 5-ton long-wheelbase, Perkins P6 drop-side truck, £465.

**1951** DODGE 10-ton straight-frame platform articulated unit, new Perkins P6 fitted 45,000 miles auo. in first-class condition, £525.

**1953** 5-ton BEDFORD short-wheelbase tipper, £375.

**1954** Thames 3-ton long-wheelbase 4D truck, first-class condition, £415. 816-148

## Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), L.TD.**  
CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
Phone 24731.  
SEDDON DIESEL DISTRIBUTORS.  
COMMERCIAL MAIN DEALERS (HEAVY).

**PART-EXCHANGES AND H.P. TERMS.**

**1956** SEDDON diesel Mk. 5L, fitted with de luxe cab, one C-licence operator, vehicle maintained to extremely high condition, mileage reasonable.

**1956** SEDDON diesel Mark 5L, fitted with standard cab and chassis only, general condition extremely good, one C-licence operator, throughout.

**1956** DODGE diesel, fitted with 17-ft. platform body, very clean and tidy.

**1956** SEDDON diesel Mark 4R, fitted with Perkins Mk. 2R6 engine, de luxe cab, Scammell coupling, well maintained.

**1956** October, registration COMMERCIAL T33, fitted with platform body, in good condition, one owner.

**1955** SENTINEL 6-wheeler, (this vehicle can be described as above average condition, fitted with drop-side body and good tyre equipment).

**1955** SEDDON diesel Mark 5L, fitted with de luxe cab, platform body, one C-licence operator only, clean and in good condition throughout.

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**449**

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FORD Trader 4D 4-ton chassis, fitted 1,150-cu.-ft. Luton body, new and unregistered, £1,140.  
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1954 BEDFORD 7-ton Luton van.

1955 ALBION Chieftain flat, 18-ft. body.

1954 ALBION Chieftain flat, 18-ft. body.

1954 ALBION Chieftain flat, 18-ft. body.

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1951 LEYLAND Comet, reconditioned engine.

ALL above vehicles immediate delivery. Demonstrations welcomed, satisfaction guaranteed.

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1954 COMMERCIAL single-ram tipper, 10-ft. 6-in. drop-sided body.

1954 Study Special 20-ft. platform body, 900 by 20 tyres.

1950 MAUDSLAY Mustang twin steer, A.E.C. 7.7 engine, 21-ft. drop-sided body, 900 by 20 tyres.

1956 BEDFORD 5-type, R6 engine, Edbro 4LNN twin-ram tipper, 14-ft. 6-in. by 2-ft. drop-sided body, 900 by 20 tyres.

1956 (Registered November) BEDFORD 5 type, manufacturer's diesel engine, Edbro 4LNN twin-ram tipper, 14-ft. 8-in. by 2-ft. drop-sided body, 36 by 8 tyres.

1959 February, B.M.C. 7-ton long-wheelbase platform lorry, power steering, 900 by 20 tyres, dual heaters, indicators, completely as new.

1957 DODGE Model 146A/R6, R6 engine, 17-ft. 6-in. drop-side body, 900 by 20 tyres.

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At 63 Bridge St., Peterborough. Phone, Peterborough 4641.

1958 AUSTIN A50 van, green, seat and heater, good tyres, £485.

1955 BEDFORD 12-cwt. van, beige, heater, screen washers, driver's partition, good tyres, £300.

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ONE new 20-ton low-loading trailer, £1,450.

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1957 AUSTIN-B.M.C. 7-ton platform with Eaton 2-speed rear axle.

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MORRIS 1952 long-wheelbase 5-tonner.

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**1954** BEDFORD tractor, P6 Scammell coupling.  
**1951** THORNYCROFT 8-wheeler double drop-side.

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**1949** MAUDSLAY 21-ft. drop-side 8-wheeled truck,  
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**1956** B.M.C. 7-ton long-wheelbase 18-ft. drop-side  
truck, 2-speed axle, powered steering.  
**1950** ALBION Chalfin diesel long-wheelbase drop-  
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form truck, excellent condition, well tired,  
£200.

**T. J. RICHARDSON AND SONS, LTD.** 100 Dudley  
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**1958** November, THAMES 4D articulated unit,  
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engine, 28,000 miles only, £185.  
**1956** THAMES 10-cwt. van, good condition, £200.

**A** VAILABLE shortly.

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**1956** LEYLAND Comet forward-control drop-side  
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**1952** DODGE 5-ton diesel long-wheelbase chassis and  
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**1949** SEDDON 5-ton diesel chassis and cab, excellent  
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axle and 9.00 by 20 tyres, £400.  
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axle and 9.00 by 20 tyres, £400.  
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**S**EDDON distributors for Monmouthshire. 816-117  
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**1954** LEYLAND Octopus, 8-wheel, Midland area.  
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Consult us about your requirements for special bodies  
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TOP ALLOWANCE ON YOUR OLD VEHICLE  
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4-TON 138-in. wheelbase 4-cylinder diesel low-frame  
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#### J. H. SPARSHATT AND SONS

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OF ALL MODELS IN STOCK. zzz-874

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#### WEYBRIDGE AUTOMOBILES, LTD.

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**NORTH CRESHIRE MOTORS, LTD.**, Woolston. Phone, Warrington 33271. Sales, spares and service. zzz-891

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### New Goods Vehicles (contd.)

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**ALBION** Reiver D.D. 6-wheel tipping chassis, type FT107KT available shortly, fibre-glass cab and Pilot twin-ram tipping gear, body to suit customers requirements.

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**ALBION** Claymore chassis and cab, type CLJL.  
**FOR** further details on prices apply: Albion Distributors, The Warwick Motor Engineering Co., Ltd., Stoke Garage, Copeland St., Stoke-on-Trent. Phone, Stoke-on-Trent 47507-8. 816-35

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**A.E.C.** Mk. III, 1951, Gurney Nutting body, 37-seater coach, certificate of fitness to 1961, private-hire licensed only, low mileage, owner-driven, excellent condition, offers. J. Clapcott, Mannings Heath Rd., Parkstone, Dorset. Phone, Parkstone 165. 816-a858

#### AUSTIN

**SEE** our advertisement under AUSTIN goods vehicles, W. J. Sands and Sons, Slough 24001. 816-a8363

**1949** Full-front AUSTIN 11-seater, certificate of fitness 1962, Boughton Service Station, 1-5 Odessa Rd., E.7. Mar 1888. 816-79

**1949** AUSTIN 29-seater, engine overhauled and body repainted red and cream, £120 or near offer, Smart, West St., Warrminster, Wilts. 816-a8374

#### BEDFORD

**1950** BEDFORD Duplex Vista 29-seater, high-back seats, all original, exceptional, certificate of fitness, 6095, Severn Valley Motors, Avonmouth, Phone 2646. 816-7652

**1950** BEDFORD Duplex Vista 29-seater, high-back seats, new engine 1,600 miles, very clean and sound, tyres as new, certificate of fitness, part-exchange 14-seater diesel luxury coach, Box CM151, care of "The Commercial Motor." 816-9643

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**1946** BEDFORD 29-seater coach, in remarkable condition, small mileage.

HIRE-PURCHASE PART-EXCHANGES.

**176-9 SHOREDITCH HIGH STREET,**

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Phone, Shoreditch 8433. 816-395

**1953** BEDFORD Duplex Super Vega 37-seater with courier seat, maroon interior, heater, radio, exterior grey and blue, very clean, certified March, 1963, £1,885. Alf. T. Moseley, Knightthorpe Rd., Loughborough. Phone 4777-6. 816-264

**£1,750** Only. 1954 BEDFORD diesel Duplex Vega 37-seater luxury coach, cream and red, one owner since new, very clean and good condition with new certificate of fitness.

**1950** BEDFORD 29-seater luxury coach, blue-grey, certificate of fitness 1960, only £250.

**FIVE** 1948-50 BEDFORD 29-seater luxury coaches, good condition, some with certificates of fitness, room needed, to clear for only £135.

**FAVOURABLE** hire-purchase available.

#### WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.  
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AFTER HOURS 2356. 816-361

### Used Passenger Vehicles—(contd.)

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166 MAIN ROAD,  
SUNBRIDGE, KENT.  
Breasted 291.

**1953** BEDFORD 36-seater Duplex, excellent condition, certificate of fitness 1963, £1,750 or near offer.

**1952** BEDFORD 35-seater Super Vega, certificate of fitness 1962, £1,450 or near offer.

**1948** BEDFORD Vista 29-seater Duplex Vista, certificate of fitness 1962. 816-218

#### BEDFORD.

**MARTIN WALTER** 12-SEATER P.S.V. UTILIBUS WITH CERTIFICATE OF FITNESS, FOR IMMEDIATE DELIVERY.

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NEATH ROAD, SWANSEA.  
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HARVESTER HOUSE,  
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OFFER THE FOLLOWING SELECT BEDFORD COACHES FOR IMMEDIATE DELIVERY.

**1957**, April, Super Vega 41-seater, petrol, dual heaters and demisters, radio, clock, twin fog lamps, certificate of fitness April, 1964, immaculate.

**1955**, May, Super Vega 35-seater, petrol, Eaton 2-speed axle, radio, S.A. fog lamp, certificate of fitness April, 1960, immaculate.

**1954**, October, Super Vega, 35-seater, petrol, heater, radio, certificate of fitness October, 1959, immaculate.

**1953**, July, Burlington, 35-seater, full luxury, petrol, heater, radio, S.A., certificate of fitness 1963, immaculate.

**1952**, March, Vega 33-seater, petrol, heaters, luxury, seats, excellent condition, certificate of fitness 1962.

**1951**, August, 33-seater, full luxury, petrol, heaters, excellent condition, certificate of fitness 1960.

**1950**, August, 29-seater Vista, sun saloon, repeated high-back seats, Formula to waist, rollroored all interior, completely reconditioned vehicle as new, recertified 1965.

**CHOICE** of several 29-seaters, all in excellent condition with current certificates of fitness.

**YOUR INSPECTION INVITED, DEMONSTRATIONS ARRANGED, PART-EXCHANGES, HIRE-PURCHASE FACILITIES.**

ALSO AT:—

#### REDBROOK ROAD, MONMOUTH.

PHONE, MON 336 AND 7. 816-112

### Used Passenger Vehicles—(contd.)

**1954** BEDFORD, reconditioned Perkins R6 fitted 1958, 36-seater luxury Plaxton body, heater, radio and many extras, certificate of fitness 1964, £1,895.

**1954** BEDFORD, Yeates Rivers 36-seater luxury body, heater, radio, etc., certificate of fitness 1960, £1,895.

**BOTH** vehicles have been used only on extended tours, and are in really immaculate condition, any trial.

**RENTON'S LUXURY COACHES**, 522 Manchester Rd., Hollinwood, Oldham. Phone, Falsworth 1438. 816-168

**BEDFORD** 30-seater, full-front Plaxton body, certificate of fitness 1962, Boughton Service Station, 1-5 Odessa Rd., E.7. Mar 1888. 816-80

#### Bedford Wanted

**WANTED**, BEDFORD 29 Duplex coach, 1950-51, Arlin, Charnwood Lane, Chislefield, Kent. 816-1111

#### BRISTOL

**BRISTOL** single-deck 36-seater, 5LW Gardner, from £125; in first-class condition. Part-exchange on any vehicle.

**BAYLISS**, Timberham Works, Loadfield Heath, Crawley, Surrey, Horley 4536. 816-397

#### COMMER

**1956** COMMER-DUPLEX Super Vega 41-seater, immaculate condition, new engine and tyres, private work only, £2,850; would consider part-exchange, P.S.I., H.P. arranged. Nosken, Brierley Hill, Phone, Kingswinford 3139. 816-a8335

#### DAIMLER

**1949** DAIMLER Burlington 33-seater half-cab coach, certificate of fitness October, 1962, exterior in cream and brown with seating in red-patterned moquette, excellent condition throughout, bargain at £300.

**S.M.T.** 205 Flaminio St., Glasgow, C.I. Phone, Douglas 2940. 816-274

**1950** DAIMLER fitted A.E.C. 7.7 D.I. engine, full-front 33-seater full luxury Harrington body, exterior red and cream, blue interior, driver's tinted observation cabin, certificate of fitness November, 1959, immaculate condition, really show vehicle, used private hire only £850.

**LANSLOWN**, 502 High Rd., Leytonstone, London, E.11. Phone, Leytonstone 4335. 816-332

#### FODEN

**41-SEATER** full luxury coach, red and grey, very clean throughout, overhauled and reconditioned engine by Foden's, private hire only, taxed and insured, some work if required, cash or H.P. bargain, £1,600. 23 Hodgey Rd., Blackpool 52662. 816-8301

#### FORD THAMES AND FORDSON

**1956** FORD THAMES, 4-cylinder diesel, 19-seater bus, excellent condition with certificate of fitness, 6795, 338 High Rd., Ilford. Phone, Ilford 5737. 816-65

#### GUY

**1950** GUY Vizen 29-seater de luxe coach, 50,000 miles from new, royal blue, moquette seats, in excellent condition.

**BEECH'S GARAGE (HANLEY), LTD.**, Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 816-886



## Used Passenger Vehicles—(contd.)

### LEYLAND

**PS1.** October, 1950, Duple 35-seater, exceptionally good condition, many extras. Greavesmore Coaches, Baker St., Enfield 1099. 816-402

**1950 LEYLAND PS1** 35-seater Burlingham full-front, a very clean machine throughout. R. Cowdell, 121 Malpas Rd., Newport, Mon. Phone, Newport 59866, 816-335

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**1952 SENTINEL** 37-seater coach, certificate of fitness 1962, £750. Or exchange front-entrance similar coach. Thomas Motor Tours, Ltd. Newark 550. 816-7637

### TILLING-STEVENS

**TILLING-STEVENS** coach, 4-cylinder Gardner engine, cheap to clear. Newport Motor Services, East Usk Rd., Newport, Mon. Phone 59441-2. 816-118

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WASHBROOK ROAD,  
RUSHDEN 3221-2.

**1948.** October, TILLING-STEVENS 33-seater luxury coach, bodied by These, G.W. Gardner engine, good tyres, certificate of fitness January 31, 1961, colours grey-green, a bargain, £400.

**EXCHANGES, H.P., insurance, etc.** 816-111

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**1954.** November, TROJAN personnel vehicle, 12-seater, diesel, 13,000 miles, one owner, excellent condition throughout, £375. 816-129

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### ARLINGTON MOTOR CO., LTD.

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### NEW COACHES.

**BEDFORD SBI.** oil engine, mounted with Duple coachwork, half-cab, finished grey and maroon, delivery early July.

**BEDFORD SBB.** oil engine, mounted with Duple coachwork, half-cab, finished grey and red, delivery early July.

**BEDFORD SBI.** oil engine, mounted with Plaxton coachwork, 2 ft. wide, finished to instructions, delivery early July.

### USED COACHES.

FOR IMMEDIATE DELIVERY EX STOCK.

### A.E.C.

**1949** Mk. III, crash gearbox, Burlingham 33-seater coachwork, half-cab, finished grey and maroon, certificate of fitness 1959.

**1947** Mk. I, 7.7 engine, Duple 35-seater coachwork, tubular seats, half-cab, finished grey and red, certificate of fitness 1960.

**1949** Mark III, 9.6, pre-selector gearbox, 33-seater, all-weather coachwork, half-cab, high-back seats.

**1948** Burlingham coachwork, half-cab, finished cream and maroon, heater fitted, certificate of fitness 1962.

**1947** Mark I, 7.7, crash gearbox, full-front 35-seater, thorough coachwork, certificate of fitness 1962, finished cream and red.

### BEDFORD.

**1954** Plaxton 38-seater, glass roof quarters, upholstered in red moquette, lift-up roof vents, many extras, finished cream and brown.

**1953** Duple 39-seater Vega coachwork, upholstered in red moquette, finished cream and brown, certificate of fitness 1963.

**1952** Duple 35-seater Vega, upholstered in red moquette, finished cream and brown, very clean, certificate of fitness 1962.

**1952** Duple 33-seater Vega, upholstered in red, radio, heater and courier seat fitted, finished red and cream, certificate of fitness 1962.

**1952** Plaxton 33-seater, courier seat fitted, upholstered in blue moquette, finished cream and blue, certificate of fitness 1962.

**1949** Duple Viata 29-seater, fitted with Perkins P6 oil engine, heater fitted, upholstered in red moquette, finished red-grey, immaculate condition, choice of three, new certificate of fitness now being obtained.

**CHOICE** of several Albion, Austin, A.E.C., Bedford, Commer, Dennis, Foden, Leyland and Maudslays buses and coaches, petrol and diesel, with or without certificates of fitness. Cheap to clear. Space required.

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ARRANGED BY OUR DEPOTS AT—

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CORNARD ROAD, SUDBURY, SUFFOLK.  
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## Used Passenger Vehicles—(contd.)

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### SLASHING REDUCTIONS ON ALL MACHINES.

SPECIAL CLEARANCE OFFER.

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**A.E.C.** 30-ft., 7.7, engine, fitted Plaxton Highway 39-seater bodies, brand new, rear luggage boot, two 8-12 heaters, 12-lever power-operated doors, seven years' certificate of fitness, painted to own colours, special price of £4,000 each. Choice of two.

### JUNE DELIVERY.

**NEW BEDFORD.** petrol, Burlingham 41-seater Fibre-plant body.

**NEW FORD** Trader, 41-seater Burlingham body.

**NEW BEDFORD** 41-seater Duple, petrol, red interior, exterior colours to choice.

### SECOND-HAND VEHICLES.

**BEDFORD.** petrol, 41-seater Plaxton body.

**1958** A.E.C. Mark IV, fitted 44-seater Roe bus body, £1,800.

**1952** FODEN 33-seater full-front, fitted Whitson body.

**1952** FODEN 35-seater half-cab, immaculate condition.

**1951** 32 BEDFORD Vegas, 33-seaters, from £1,000 each.

**1950** COMMERS, fitted with petrol and Albion diesel engines, 33-seaters, from £500 each.

**1949** A.E.C. 9.6, fitted in 1951 with Plaxton full-front body, without bulkhead, 35-seaters, immaculate, £750 each.

**1949** MAUDSLAY, fitted Duple and Burlingham bodies, £375 each.

**1949** DAIMLER, 33-seater Plaxton, £275.

**1949** FODEN, 33-seater Plaxton, £300.

**1932** AUSTINS, 31-seaters, £200 each.

**ALBION** double-deckers, 6LW, £250.

**HALF-CAB** vehicles—Burlingham and Duple bodies, just certified to 1962-1963. From £350 each to clear.

**A** Number of 1947-48 39-seater Bedfords from £200 each to clear.

**S** PARES for all types of passenger vehicles.

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WALE: R. COWDELL. NEWPORT 59866, 816-301

### KIRKBY AND SONS (SALES), LTD.

CROSS ROAD GARAGE,  
ANSTON, NEAR SHEFFIELD.  
BEDFORD MAIN DEALERS.

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COMPARE OUR USED VEHICLE PRICES  
FOR EARLY DELIVERY.

**1956** 41-seater BEDFORD Duple, blue pattern interior, fitted heaters, £2,650.

**1955** 36-seater BEDFORD Yeates, red interior, black and ivory exterior, fitted heater, £2,400.

**1954** 39-seater BEDFORD Burlingham, red interior, fitted radio and heaters, to be recertified before delivery, choice of two, £1,900.

**1951** 51 choice of three A.E.C. Mk. IV Plaxton and Burlingham, all one owner from new, from £1,950.

**1949** 30-seater AUSTIN Plaxton, red high-back seats, certificate of fitness 1961, £250.

**1950** 33-seater COMMERS, £600.

**1951** 31-seater BEDFORD Plaxton, immaculate, £1,350.

**1951** 32-seater AUSTIN, certificate of fitness 1960, £150.

**1953** 31-seater Yeates Riviera, quarter roof light, tubular rack, immaculate throughout, £1,750.

**1951** BEDFORD 31-seater, plus courier, full-front, no bulkhead, very clean condition, certificate of fitness 1961, new engine fitted, £550.

**1950** GUY, certificate of fitness 1960, fitted Gardner 4LX and Eaton 2-speed, no bulkhead, £200.

**1952** 35-seater BEDFORD Plaxton, very clean, certificate of fitness 1962, £1,300.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.

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DINNINGTON 577. 816-190

### LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evening, Oldham Main 2461.

**1950** A.E.C. 9.6 Burlingham 33-seater, red interior, certificate of fitness till 1960, price £900.

**1951** BEDFORD 33-seater Duple fitted glass quarters and tubular racks, green interior, cream and green exterior, certificate of fitness 1961, price £1,150.

**1950** A.E.C. 9.6, reconditioned engine, mounted 33-seater Duple Ambassador, fitted glass quarters, tubular rack and radio, interior drive, beautiful condition, £1,000.

**1950** BEDFORD 29-seater Duple, reconditioned engine, clean condition, £450. 816-189

## Used Passenger Vehicles—(contd.)

### P.V.D., LTD. F.C.S., LTD.

250

### SELECTED BUSES AND COACHES

ACTUALLY IN STOCK AND AVAILABLE  
FOR IMMEDIATE INSPECTION AND TEST.

**SUPER GUY DOUBLE-DECKERS**  
**DOUBLE-DECKERS 6LW GARDNERS.**

**1946** 48 A.E.C. luxury coaches, 33-35-seater Harrington bodies, full luxury Continental seating, deep cushioned type, fitted 7.7 diesel engines, certificate of fitness 1961-62, price £425-£495 each. Choice of 20.

**L** ATE model DAIMLER high-bridge 56-seater double-decker, fitted Met Cam all-metal bodies, 7.7 A.E.C. diesel engine, certificate of fitness end of 1961, price £325-£350. Choice of 15.

**1948** 46 BRISTOL 36-seater high-bridge, double-sliding windows, 6LW and 7.7 A.E.C. diesel engines, in excellent mechanical condition, choice of 15, certificate of fitness 1959-60, price £550.

**1951** A.E.C. Beadle fully fronted 33-seater coaches, all-metal bodies, 30 ft. by 8 ft. chassis, 7.7 diesel engines, certificate of fitness 1961, price £950. Choice of 12.

**1948** 42 GUY 36-seater double-deckers, fitted 6LW Gardner engines, United Counties bodies, half sliding windows, in excellent mechanical and body condition, certificate of fitness 1959-60, price £395-£425.

**1939** BRISTOL K-type 56-seater low-bridge double-decker coachwork bodies, recast this year, fitted 6LW Gardner engines, in super mechanical and body and paint condition, certificate of fitness 1959-60, price £200-£250.

**OVER** 100 high- and low-bridge double-deckers, 1948 bodies, 6LW Gardner, 7.7 A.E.C., 8.6 Leyland engines, certificate of fitness to 1960, prices from £195-£250.

WRITE FOR STOCK LIST.

TRADE INQUIRIES INVITED.

SPECIAL H.P. FACILITIES.

PART-EXCHANGES.

### P.V.D., LTD. F.C.S., LTD.

F.C.S. WORKS,

LONDON ROAD,

DUNCHURCH, RUGBY.

PHONE, DUNCHURCH 262 AND 265.

ON THE A7. 816-399

### LES GLEAVE, LTD.

FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

**NEW** coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingham, Duple or Plaxton.

**1959** BEDFORD Super Vega, petrol engine, body by Duple, 41 seats, red moquette, choice of three, £2,400.

**1955** 36 COMMERS 41-seater, radio, heater, with Duple body.

**1950** BEDFORD Viata, petrol engine, body by Duple, 39 seats, blue moquette, first registered 1950, certificate of fitness 1960.

**V**ARIOUS assortment of workers' buses or mobile shops.

**1952** BEDFORD ON full-front, petrol engine, body by Duple, 36-seater, quarter roof light, tubular racks, heater, red, cream, one only, certificate of fitness 1962.

**1953** Registered A.E.C. new body fitted, 36-seater, full-front, Bellhouse Hartwell, certificate of fitness 1962.

**W**E are now taking orders for the coming season.

**Bedford, Commer, Ford, Leyland, A.E.C., etc.**, and can offer the new hire-purchase terms on new and second-hand machines.

### LES GLEAVE, LTD.

FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226. 816-193

### SILVER LINE MOTORS.

MOORLANDS,

WELWYN GARDEN CITY,

HERTS.

Phone, W.G. 5494.

PLEASE

PHONE OR WRITE

FOR FULLER DETAILS.

**1956** BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and grey, fitted heater, and radio, interior fawn, plush, immaculate, £2,650.

**1955** BEDFORD Super Vega 36-seater, cream and brown, fitted heater, good tyres, low mileage, £2,400.

**1951** BEDFORD Vega, cream and brown, with autumn tint interior, certificate of fitness 1961, fitted heater, good condition throughout, £1,350.

**1948** BEDFORD Plaxton 30-seater maroon with maroon high-back seats, certificate of fitness June, 1959, £650.

**A**LSO good selection of sound diesel coaches fit for contract work, from £200.

**PART-EXCHANGES** welcomed, hire-purchase arranged.

816-72

A55

### Used Passenger Vehicles—(contd.)

FRANK COWLEY,

200

BUSES AND COACHES

ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

- 1950** 35-seater DAIMLER full-fronted full luxury coach, Burlington body, CVD6 engine, in absolutely unmarked and immaculate condition throughout, one only, certified, £695.
- 1950** ALBION full-fronted luxury coach, Burlington body, absolutely unmarked throughout, fitted with Albion diesel engine, a very super machine, certified, £750.
- 1950** A.E.C. full-fronted 33-seater full luxury coach, fitted with A.E.C. 7.7 diesels, in immaculate condition throughout, certified and ready to go into immediate service, choice of six, £595 each.
- 1949** DENNIS 35-seater coach, unmarked throughout, fitted with Dennis Big 6 diesel engine, immaculate, certified, £425.
- 1948** BRISTOL 33-seater full luxury coaches, fitted with Gardner 5LW diesel engines and 5-speed gearboxes, low-rider full-vision type, choice of six, £540 each.
- 1946** A.E.C. 35-seater buses, powered by A.E.C. 7.7 diesels, 1952 Willowbrook bodies, all these vehicles are equal to new in appearance, cleanliness and mechanical condition, choice of 10, certified, £325 each.
- 1947** 35-seater BRISTOL buses, fitted with Gardner 5LW diesels and 5-speed gearboxes, low-rider full-vision type, absolutely unmarked throughout and in excellent mechanical condition, certified, £375 each.
- 1947** FODEN 35-seater, fitted with Gardner 6LW engine, in perfect condition throughout, certified, £295.
- 1948** FODEN 33-seater, fitted with 5LW diesel engine, in excellent order and condition throughout, certified, £250.
- 1948** A.E.C. all-metal 56-seater high-bridge double-deckers, fitted with A.E.C. 9.6 diesel engines, full air brakes, certified, £475.
- LEYLAND** 56-seater high-bridge double-deckers in 100% condition throughout, with similar new bodies certified 1963-3, ready to go into immediate service, £275.

FRANK COWLEY,

3 BLACKFRIARS ROAD,  
SALFORD, 1.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.  
816-406

### E. J. BAKER AND CO. (DORKING), LTD.

COACH SHOWROOMS AND SERVICE STATION,  
TRADING ESTATE, FARNHAM, SURREY.

SELECTION OF GOOD VEHICLES

A AVAILABLE SHORTLY.

INQUIRIES INVITED.

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AFTER 6 P.M., FARNHAM 4481.

- 1958** BEDFORD SB3 Super Vega, red and cream exterior, red interior, heater, one owner only, £1,250.
- 1953** BEDFORD Duple 37-seater, red interior, heater, certificate of fitness 1963, £1,250.
- 1951** BEDFORD Duple 33-seater, choice of several, blue, red interiors, certificate of fitness 1961, from £1,050.
- 1951** LEYLAND Comet, 30-ft., by 8-ft. body, 35-seater Burlington, very clean, £850.
- 1949** 50 BEDFORD Vista, high-back seating, fitted heaters, choice of two, from £575.
- 1949** FODEN 6LW, Bellhouse-Hartwell 33-seater body, green interior, certificate of fitness 1959, £1,500.
- 1949** BEDFORD Mk. IV bus, 28-seater, certificate of fitness 1960, choice of two, £125.
- 1946** MAUDSLAY A.E.C. 33-35-seater bodies, choice of several, good runners, from £325.
- 1946** 48 BEDFORD Vistas, from £195.

WE ALWAYS HAVE A GOOD SELECTION OF  
VEHICLES SUITABLE FOR

TRAVELLING SHOPS AND WORKMEN.

WE INVITE YOUR INQUIRIES.

HIGH-BACK CONVERSIONS, TRIMMING,  
PAINTING.

ACCIDENT REPAIRS AND CLEANING  
SPEEDILY EXECUTED. 816-383

### COMBERHILL GARAGES, LTD.

INGS ROAD, WAKEFIELD.

- NEW** BEDFORD SB3 diesel 41-seater Plaxton, Triplex quarter lights, quarter lights for June.
- 1958** COMMER TS3 diesel 41-seater Plaxton Consort, Triplex quarter lights, 23,000 miles.
- 1956** COMMER TS3 diesel 41-seater Plaxton Consort, Triplex quarter lights, ivory-black.
- 1953** LEYLAND PS2-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.
- 1949** GUY Arab Meadows 11-litre 35-seater Plaxton, heater fitted, certified, £395.
- 1948** LEYLAND PSI (7.4-litre) 33-seater Burlington, heater, certified 1951, £415.
- 1947** DAIMLER CVD6 (8.6-litre) 33-seater Plaxton full-front, cream-green.
- 1947** BEDFORD Vista 29-seater Duple, ivory-blue, certified, heater fitted, choice two.

HIRE-PURCHASE FACILITIES.

### COMBERHILL GARAGES, LTD.

Phone, Wakefield 6051-5.

816-390

### Used Passenger Vehicles—(contd.)

#### THE MILLBURN ORGANIZATION.

PRESTON, LONGTON LANC 3255.

GLASGOW, BELL 0073.

CARLISLE 25422.

PASSENGER AND COMMERCIAL-VEHICLE  
SPECIALISTS.

- NEW** LEYLAND Tiger Cub, fitted Duple Donington 41-seater front-entrance full-luxury coachwork.
- NEW** THAMES Trader 6-cylinder diesel coach chassis, fitted Duple Super luxury 41-seater coachwork.
- 1957** BEDFORD Duple luxury 41-seater.
- 1954** BEDFORD Duple, 35-seater, luxury coachwork.
- 1950** COMER Avenger, 34-seater de luxe saloon, radio and heater.
- 1949** Duple, 31-seater luxury bodies only for 17-ft. 6-in. chassis.
- 1948** BEDFORD Duple Vista 29-seater, make good travelling shop.
- 1948** DENNIS Lorain III, 35-seater, Dennis 6-cylinder diesel power unit.
- 1948** August, GUY Arab 3-seater de luxe coachwork, Gardner 5LW power unit certificate of fitness 1960-63; choice of two.
- 1948** MAUDSLAY 35-seater coach, A.E.C. 7.7 power unit, good mechanical order. What offers?
- 1947** LEYLAND PSI Plaxton 33-seater.
- 1946** LEYLAND PSI, Roe 32-seater service buses; choice of four.
- OVER** 100 buses, high- and low-bridge double-deck, prices from £100 each. Also a number of Dennis 5LW units, 32-seaters Leyland diesel 36-seater buses, suit public work contractors.
- A** few LEYLAND TS8 chassis modified to PSI standard by fitting Leyland 7.4 units and gearboxes and servo braking, fitted 1949 Duple high-back seating, luxury coachwork, these are for export, but bodies can be removed and sold, also engines and gearboxes.

#### ALL SPARES.

DAIMLER, GUY AND LEYLAND TDI, 5 AND 7  
MODELS.

#### SEATS.

A NUMBER OF COMPLETE SETS, BUS AND COACH  
TYPE.

#### MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON, PRESTON.

Phone, Longton, Lancs. 1255-6.

816-357

### CHARLES COPPOCK, LTD.

SERVICE BUSES,

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

18 BUSES / 35 SEATS.

- 1953**, All-metal bodies by B.T.C.C., seating in leather, rear sliding-door entrance, exterior colours red and cream, mounted on 1946 Albion CX13 chassis, powered Albion EN-242 6-cylinder oil engine, certificate of fitness late 1960-1, these vehicles are in excellent condition throughout, choice of 18, price from £275 each.

17 BUSES / 36 SEATS.

- 1961** And late 1960 certificates of fitness, 1947 and 1948 A.E.C. Mk. IV 7.7-litre oil engines, crash-type gearbox, 10 bodies by Brush and 7 by Saunders Kue, front entrance, seating 36 passengers in moquette and leather, prices from £200 each.

11 DOUBLE-DECKERS / 56 SEATS.

- 1946** A.E.C. Regents, 7.7-litre oil engines, coachwork by E.C.W., choice of 11, five are low-bridges, prices from £125 to £150.
- 1947** luxury coach, 35 seats, exterior colours red and cream, very well maintained by a well-known company, in nice order throughout, certificate of fitness April, 1960, price £385.
- 1947** LEYLAND PSI 35-seater bus, all-metal construction by B.T.C.C., rebodied 1952, certificate of fitness 1960-61; these vehicles are in very nice condition, choice of two, price £385 each.
- 1946** LEYLAND PSI, 7.4-litre oil engine, high-bridge, 56-seater coachwork, by Charles Rower, this vehicle is in very clean condition, certificate of fitness May, 1960, price £425.
- WE** have a nice selection of oil engines, can be tested in chassis. Gardner 6LW, Gardner 5LW, A.E.C. 7.7-litre, Leyland PSI 7.4-litre, Leyland 8.6-litre.
- A** large quantity of second-hand serviceable engines and chassis, parts in stock for most makes of chassis.

PHONE, SALE 5633.

GRAMS, "BUSUNITS."

816-380

### STOCKLAND GARAGE, LTD.

MARSH H LL, ERDINGTON.

BIRMINGHAM, 23.

Phone Erd 2488.

- A.E.C.** 7.7 1950 full-fronted Burlington body, in first-class condition, one owner, £1,200.
- LEYLAND PSI**, new Duple body, 35-seater, fitted 1951, chassis and bodywork in first-class condition, one owner, £1,700.
- LEYLAND PSI**, 9.6 diesel engine, synchro-gearbox, first registered 1950, Burlington 35-seater, full-fronted luxury-type coach, cream and maroon, in good mechanical condition, £950.
- A**USTIN, 6-cylinder petrol engine, 29-seater luxury coach, normal control, radio and heater, £325.
- ALBION**, 6-cylinder petrol engine, full-fronted 29-seater coach, in first-class condition, with four years' recent certificate of fitness, £325.

### Used Passenger Vehicles—(contd.)

#### BARNARD AND BARNARD, LTD.

- 1952** BEDFORD Vega, 35-seater full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962.
- 1952** BEDFORD 37-seater full-luxury Gurney Nutting body, fitted with heater, good clean condition throughout, certificate of fitness 1962.
- 1952** BEDFORD Vega 37-seater full-luxury Duple body, fitted with heater, lift-up roof lights, Fernex quarters, good clean condition throughout, certificate of fitness 1962.
- 1951** COMMER Avenger 33-seater, full-luxury heavier body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.
- 1951** BEDFORD Vista, fitted with a Perkins P6 oil engine, 29-seater full-luxury Duple body, Formica side panels, in clean condition throughout, certificate of fitness 1961.
- 1950** COMMER Avenger 33-seater full-luxury all-weather body, fitted with heater, fitted roof, in good clean condition throughout, certificate of fitness 1960.
- 1950** BEDFORD Plaxton 29-seater, full-luxury Plaxton Centurion body, interior red pattern moquette, exterior cream and red, in good clean condition throughout, certificate of fitness 1959.
- 1950** SENTINEL service bus 40-seater, Dunlopillo diesel engine, from sliding door, in wood, clean condition throughout, certificate of fitness November, 1961.
- 1950** BEDFORD 29-seater, full-luxury Duple body, radio and heater, in excellent condition, certificate of fitness 1960.
- 1948** LEYLAND PSI full-front service bus, 32-seater, in good, clean condition throughout, certificate of fitness 1959.

**WE** also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

#### BARNARD AND BARNARD, LTD.

PLEASE NOTE THAT OUR TELEPHONE NUMBER  
HAS NOW BEEN CHANGED TO

SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

After 5 p.m. and 12.30 Saturday, phone, Blagdon Hill 330.  
816-219

### DON EVERALL, LTD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

- 1956** COMMER TS3 41-seater Duple Super Vega coach, Eaton 2-speed axle, heaters, etc., £2,800.
- 1953** A.E.C. Mk. IV 41-seater Yeaton coach, overhauled and new engine fitted, certified 1963, £2,500.
- 1951** LEYLAND Royal Tiger 40-seater Beccles coach, certified 1961, £1,600.
- 1951** LEYLAND PSI 37-seater Burlington coach, certified 1961, £1,100.
- 1950** LEYLAND Comet 33-seater Plaxton coach, just overhauled and in excellent condition, £775.
- 1950** DENNIS 6-cylinder diesel 35-seater Whitton coach, certified 1960, £750.
- 1950** COMMER Avenger, petrol, 33-seater Thurgood coach being recertified, £800.
- 1950** LEYLAND PS2 33-seater, Harrington coach, certificate of fitness 1960, £600.
- 1949** AUSTIN petrol 31-seater, Mann Egerton forward control coach, certified 1962, £300.
- L**ARGE selection of 39-35-seater petrol and diesel coaches in stock at competitive prices.
- S**END for list, giving full particulars, prices, etc.

#### HIRE.

**33-SEATER** half-cab diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

#### DON EVERALL, LTD.

816-221

### PANTDU GARAGE, Port Talbot, after:-

- 1951** 33-seater BEDFORD bus, certificate of fitness 31.12.60.
- 1948** 29-seater BEDFORD Vista, certificate of fitness 30.6.61.
- 1946** 30-seater BEDFORD Mark II, certificate of fitness 31.12.60.
- 1939** 33-seater diesel A.E.C. coach, certificate of fitness 30.9.60.
- A**LL the above going cheap. Phone, Cwmaman 245.  
817-7626

### ERRINGTONS OF EYINGTON, LTD.

**NEW** A.E.C. Reliance ROE, front entrance, 41-seater luxury body, painted to requirements, 2-3 weeks' delivery.

- 1953** BEDFORD Yeates Riviera 36-seater, fitted lift-up vents, heaters, etc., certified 1963.
- 1952** November, DENNIS Falcon with Duple 36-seater body (no bulkhead), Bedford SB engine and gearbox, fitted radio, heater and 2-speed axle, £1,175.
- 1951** DENNIS Lancet III, Duple 35-seater full-fronted body, excellent condition throughout, certified June, 1961, £775.
- 1948** MAUDSLAY (A.E.C. 7.7) fitted 33-seater full-fronted coach body, no bulkhead, certified October, 1960, bargain, £300.
- 1948** LEYLAND PSI fitted Portsmouth 35-seater coach body, certified October, 1963, £420.
- S**EVERAL other cheap coaches.

PART-EXCHANGE, HIRE-PURCHASE.

#### EYINGTON, L. LESTER.

PHONE 36162-3.

816-325



## Used Passenger Vehicles—(contd.)

**BIRD'S COMMERCIAL MOTORS LTD.**  
BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.  
PHONE 3222-3-4 AND 2136.  
GRAMS, "QUICKSALE."  
USED PASSENGER VEHICLES.

**FIVE A.E.C.** Recent Mark III double-decker buses, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.  
**FIVE LEYLAND** double-decker buses, fitted with 0500 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating, metal bodies, 9.00 by 20 tyre equipment, current certificate of fitness.  
**CHOICE** of four BEDFORD 29-seater coaches, Duplex bodies, year of registration 1948, 1949 and 1950, very good condition.  
**FIVE DAIMLER** double-decker buses, year of registration 1945, certificate of fitness to 1961, very good condition.

**FURTHER PARTICULARS  
AND  
PRICES ON APPLICATION.**

816-108

**PERCY D. SLEEMAN, L. TD.**  
LONDON COMMERCIAL DEALERS.

**COMMERCIAL** Rootes diesel Birmingham 41-seater, finished to choice, 14 days' delivery.  
**A.E.C.** Reliance Duplex and Birmingham 41-seaters, finished to choice.  
**1956 COMMERCIAL** Rootes diesel, mounted Duplex body, 41-seater.  
**1953 BEDFORD** 37-seater Duplex body, painted blue and maroon, immaculate, certificate of fitness, 1963.  
**1951 LEYLAND** Royal Tiger 41-seater, mounted Strachan body, 8-ft. wide, air brakes, choice of two, certificates of fitness 1961.  
**1949 ALBION** 4-cylinder diesel 31-seater, Allweather body, very clean.  
**1948 BEDFORD** 29-seater Vista, from £250.  
**PART-EXCHANGES** and hire-purchase terms to suit individual requirements.

**38 UXBRIDGE ROAD,  
EALING, W.5.**

**PHONE EALING 7987.**

After hours, Western 1321. 816-290

**ARLINGTON MOTOR CO. L. TD.**  
DUMBALLS ROAD, CARDIFF.  
Phone, Cardiff 30641.

**1952 A.E.C.** Mk. III, fitted with full-front 37-seater coach body by D. J. Davies, finished in red and cream, fitted with radio and heater, certificate of fitness October, 1961.  
**1951 BEDFORD** Duplex Vega 33-seater coach.  
**1950 A.E.C.** Regal, 9.6 engine, crash box, 33-seater Birmingham, radio and heater.  
**1949 BEDFORD** 29-seater Vista, high-back seats, choice of two.  
**1947 29-seater** Duplex Vista.  
**1948 LEYLAND** PSI 33-seater Birmingham.

**PHONE, CARDIFF 30641.**

816-295

**1949 Low-bridge** GUY, 53 seats, M.C.W. body.  
**1950 29-seater** Duplex coach.  
**5 And 6LW** Gardner engines.  
**TIGER COACHES**, Dewhurst Garage, Salisbury. Phone, Salisbury 242. 816-29  
**1957 14-seater** PSV Minicoach, certificate of fitness to 1964, would exchange for 24- to 29-seater full luxury coach with cash adjustment. Peter Sheffield, Cleethorpes 61325. 816-A4284

## Used Passenger Vehicles—(contd.)

**THE MOTOR DEPOT.**  
158 WALSGRAVE ROAD, COVENTRY.  
Phone: Day, 53732; night, 68503.  
**AUSTIN AGENTS.**

**1952 BEDFORD** Vega, 33-seater Duplex bodies; choice of two.  
**1950 MAUDSLAY**, 35-seater full-front Birmingham body.  
**1950 LEYLAND**, 33-seater full-front Birmingham body.  
**1950 BEDFORD** Vista 29-seater.  
**VARIED** selection of other coaches available for inspection.

**PART-EXCHANGES. H.P. FACILITIES.**

**THE MOTOR DEPOT.**

816-605

**THURGOODS OF WARE.**

**1952 Super** Vega, 35-seater plus courier, 7 ft. 6 in. wide, red interior, cream and brown outside, certified 1962.  
**A.E.C.** 9.6 engine, preselector, 1952 full-fronted body, 8 ft., (35) red chair seats, heater, clock, no partition, six wood tyres, red and cream. £825.  
**1951 FODEN** (37), Gardner 6LW engine, grey and green excellent condition, heaters, certified to February, 1961, £950.  
**1950 COMMERCIAL** Avenger (33) luxury coach, red chair seats, exterior cream and fawn, one owner, certified to 1960.  
**20-SEATER** BEDFORD Vega's, 1949, reclining armchair seats, fitted heater, green and cream, good order, £575.  
**20-SEATER** GUY Wolf saloon coach, 1949, August, driver-operated door, rear lock in excellent condition, seven nearly new tyres, certificate of fitness 1961, £375.  
**1948 7-6** BEDFORD Vistas (29), buses 28-30.  
**BEDFORD** driver-operated door gears for Vista, £12 15s. per set; for Vega £17 15s. plus carriage.  
**PHONE, WARE 933-4. AFTER HOURS 896.**

816-31

**HILLS.**

**1953 BEDFORD** Duplex 37-seater, blue with blue moquette, certificate of fitness to 1963, £1,350.  
**1950 COMMERCIAL** Avenger 33-seater luxury coach, cream and maroon with floral moquette, certificate of fitness 1960, £800.  
**1947 FODEN** 33-seater coach, 5LW Gardner engine, £175.  
**1949 SEDDON** 31-seater service bus, £425.

**HILLS GARAGES (MANCHESTER) L. TD.**

80-90 PORT STREET, MANCHESTER, 1.  
Central 4313. 816-192

**1957 BEDFORD** Super Vega 41-seater, first-class condition, £2,750.  
**1954 BEDFORD** Duplex Super Vega 38-seater, low mileage, very well kept, £1,995.  
**1952 BEDFORD** Super Vega 33-seater, quarter lights, Formica sides, £1,375.  
**1950 BEDFORD** Duplex 29-seater Vista, good tyres and excellent condition, high-back seats, Formica sides, £575.  
**1950 COMMERCIAL** 37-seater Strachan body, beautiful condition, £725.  
**1953 LEYLAND** Royal Tiger 41-seater, air brakes, perfect condition, £2,300.  
**29 High-back** luxury seats, blue, £45.  
**CONWAY HUNT, LTD.**, Brox Rd., Otterhaw. Phone, Otterhaw 461. 816-94  
**JACK DEACON** offers:—  
**1949 MAUDSLAY** 35-seater, £250, certificate of fitness on all coaches.  
**1947 (Three) A.E.C.** 33-seaters, Birmingham bodies, certificates of fitness, from £175.  
**DEACON'S GARAGE**, Dorchester-on-Thames. Phone, Clifton Hampden 217. 816-410  
**FODEN**, August, 1951, 37-seater Whitton, full-front and roof lights, new Mark II engine fitted 1958, certificate of fitness 1961, £1,450 a.n.o.  
**LEYLAND** P82, March, 1951, 35-seater Santin (Red Wood body), 600 engine, certificate of fitness 1960, a very serviceable motor, £795.  
**H.P.** If required, Regal Coach, Lancaster Rd., Uxbridge 9617. 816-90  
**BEDFORD** 28 h.p. coach with offset rear axle, being dismantled for spares.  
**DAIMLER** 5LW double-deck bus, being dismantled for spares; good running condition.  
**MEADWAY COMMERCIALS**, Bortlesley Green Rd., Birmingham. 9. Victoria 4933. 816-343

June 19, 1959—THE COMMERCIAL MOTOR 35  
(Supplement)

## Used Passenger Vehicles—(contd.)

**A STON'S OF MARTON.**  
WARWICKSHIRE.

ON A423 ROAD—SEVEN MILES FROM COVENTRY  
Phone, day, Marton 337; evenings, Braunston 254.

**1951 FODEN**, fitted with Yeates luxury body, 39 seats and courier seat, certificate of fitness 1963, £1,100.  
**1951 FODEN** half-decker, 45-seater, full luxury seating, certificate of fitness 1960, £950.  
**1951 AUSTIN** full-front 32-seater luxury body, certificate of fitness 1960, £400.  
**WE** have 40 other machines for sale. Special clearance A.E.C. and Leyland chassis complete, diesel, drive away from £75.  
**HIRE-PURCHASE** and exchanges, terms 20% deposit on any second-hand vehicle, accepted any age. 816-121

**1950 LEYLAND** PSI coach with Harrington body, 33-seater, radio, heater, cream-red, in clear condition, immediate delivery, certificate of fitness June, 1960, £675.  
**1950 BEDFORD** Duplex Vista 29-seater, grey-red, high back seats, Formica sides, clean condition, used privately, certificate of fitness January, 1963, immediate delivery, £575.  
**ALSO** available at end of June, 1959.  
**1952 BEDFORD** Duplex Vega 33-seater (petrol), radio, grey-red, sound condition throughout, one owner, used privately, certificate of fitness May, 1962, £1,250.  
**1954 BEDFORD** Birmingham Seagull 36-seater (petrol), heater, radio, grey-red, very clean and sound, one owner, used privately, certificate of fitness April, 1964, £2,100.  
**W. D. PUGH AND SONS**, Beacon Garage, Town, Merioneth. Phone, Town 319. 816-138

## Unclassified Wanted

**COACHES**, obsolete and all type vehicles bought, large and small quantities wanted for cash. All inquiries to: Lincoln, Scott, Vehicle Distributors, Valley Rd., Bradford, Works. Phone, Bradford 32211. 822-644  
**24-** To 29-seater full luxury coach, would exchange 1957 14-seater Minicoach PSV, certificate to 1963 with cash adjustment. Peter Sheffield, Cleethorpes 61325. 816-XB280  
**WANTED** urgently, a number of BEDFORD or similar 33-41-seaters. Wilde and Bennett, Ltd., 75 Station Rd., Hatfield. Phone, Glossop 2902-3; after hours, 2356. 816-264

## NEW PASSENGER VEHICLES

**BEDFORD**  
**COACHES AND COMPONENTS, L. TD.**  
469-475 HOLLOWAY ROAD, LONDON, N.7.  
Phone, Archway 2647 (five lines).

**ARE** now taking orders for 1959 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.  
**PART-EXCHANGES** and H.P. terms arranged to your satisfaction. 822-671

**ARLINGTON MOTOR CO. L. TD.**

HIGH ROAD,  
PONDER'S END, ENFIELD, MDDX.  
Phone, Howard 1266.

**OFFER EARLY DELIVERY OF  
NEW BEDFORDS**  
WITH DUPLOR OR PLAXTON COACHWORK.  
Demonstrations available. Part-exchanges.  
**SPECIAL HIRE-PURCHASE TERMS.**

816-296

**FORD THAMES**

**THAMES** Duplex coach now available for demonstration.  
**THAMESIDE MOTOR CO., LTD.** Hertford 2456. 816-7601

**VOLKSWAGEN**

**EUROPEAN CARS, LTD.**, distributors for London Western districts; early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. 822-838

## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### AMBULANCES

**LARGE** and small Bedford ambulances, Austin, Morris and Albion, prices from £125. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 816-270

### ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

**CARRIMORE** close-coupled articulated, 6-wheelers, handsome appearance and ideal weight distribution.  
**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 822-708

**FOR** sale, 10-12-ton artic, outfit, DODGE P6-Tanker; also Foden 8-wheel tipper, Gardner 6LW engine. Inspection and offers invited. Tanais, Ltd., Phone, Stockton-on-Tees 65101. 816-332

### Miscellaneous Vehicles—(contd.)

**CAPITAL MOTOR CO. L. TD.**  
SCAMMELL DISTRIBUTORS,  
BEDFORD MAIN DEALERS.

**NEW SCAMMELL** trailers, early delivery.  
**NEW SCAMMELL** Scrabs for early delivery, either petrol or diesel engine.  
**USED SCAMMELL** trailers from 6 tons to 8 tons always available.  
**SCAMMELL** Scrabs, 1956, 3-ton unit and 15-ft. sided trailer, immaculate condition.  
**SCAMMELL** Scrabs 6-ton unit with two 15-ft. trailers, in good order.  
**REMINOTON ST.**, Clay Rd., N.1. (Near Angel), Clerkenwell 7450. 816-364

### Miscellaneous Vehicles—(contd.)

**ARTICULATED** vehicles and trailers for all purposes, for early delivery.  
**INQUIRIES TO:—**  
**E. J. BAKER AND CO. (DORKING), L. TD.**  
DORKING 3822, EXT. 19. 816-136

### BREAKDOWN VEHICLES

**DIAMOND** T wrecker, with all gear complete, full enclosed cab, power operated, twin jibs, separate winch, etc.  
**APPLY** Swander (Motors), London Rd., Loudwater, A High Wycombe, Bucks. Phone, High Wycombe 4078. 816-7659  
857

### Miscellaneous Vehicles—(contd.)

#### CATTLE CONVEYORS AND HORSEBOXES

**1954** (Late) Dodge 7-ton diesel chassis-cab, Eaton 2-speed axle, tyre equipment nearly new, fitted with brand-new platform body and brand-new container type cattle float body that will take 12 beasts and approximately 80 pigs; double-deck, extremely well built, painted and varnished. £1,500.

**CHURCH ROAD MOTORS**, Main Dodge Dealers, Hadleigh, Essex. Phone 57271. After hours, Great Wakering, Essex. 275.

**1953** Registered O-type 5-ton Bedford cattle float, brand-new body fitted, also new engine, repainted throughout. £400 or near offer.

**APPLY** Mr. Tom Donohy, Upshire, Glynn Gates, Fernhill Lane, Waltham Abbey, Essex. Waltham Cross 2829.

#### EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING.

#### CUNDEY AND STEWART, LTD.

DEALERS AND DISMANTLERS OF

#### EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES, SPARES AND TYRES.

#### ALFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477. zzz-690

**AUSTIN** and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition available. Specification and photographs available on request. Overseas inquiries invited.

**C. MORGAN AND SON**, Waltham Chase, Southampton (ton. Phone, Bishop's, Waltham 133. Cables "Morganpere, Southampton". zzz-928

**C. M. SWOWER (MOTORS)** for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker, London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078.

**SIX A.E.C.** armoured vehicles, 6 by 6, very low mileage, Hayes (Middlesex) Trading, Ltd., Charlville, Lanc. Hayes, Phons, Hayes 6258. zzz-83

**EX-W.D. A.E.C. 6 x 6** Matador tipper, fitted with Pilot underfloor tipping gear, two B.T.C. bogies, fitted with 10.00 by 20 14-ply tyres. (Transport). Ltd., PPLY John Hunter and Sons (Transport). Ltd., A Carlisle Rd., Aldridge, Phone, Aldridge 2257. zzz-87

**LOW-MILEAGE BEDFORD OL**, unregistered, in good condition. £125 each. Also Bedford OL winch tractors at £175. Main Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62.

#### Ex-W.D. Vehicles Wanted

**WANTED.** Canadian Dodge, Chevrolet, Ford and Bedford OL vehicles, petrol and diesel, any condition; also spares. Box CM159, care of "The Commercial Motor". zzz-7659

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**HUMBER** hearse, very good condition, four-bearer type body built few years ago by Wm. Park, of Kew, on Humber pre-war chassis. Offers around £150. H. Semmence and Co., Wymondham, Norfolk. zzz-342

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**1950 BEDFORD** 5-ton, fitted with loose insulated container, a well-kept vehicle throughout. R. Cowdell, 121 Malpas Rd., Newport, Mon. Phone, Newport 59866. zzz-334

#### LUTON VANS AND PANTHECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; 2-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-611

**1954 BEDFORD-SCAMMELL** articulated pantechnic trailer, 1,800 cu. ft., in immaculate condition, tractor unit available if required.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. zzz-321

**1954 BEDFORD** 1950 Luton van, walk-in tailboard, 1,200 cu. ft. £285.

**WALKERS FILLING STATION**, Ecclefield, near Sheffield. Phone, Ecclefield 3667. zzz-302

#### H. A. S. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

**AUSTIN** 3-ton forward-control chassis-cab, diesel, fitted with 1,075 c.c. Luton body, ready and awaiting painting.

**AUSTIN LD2** 30-cwt. chassis, petrol, fitted with Luton body, 650 c.c., ready and awaiting painting.

**ALWAYS** a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

#### H. A. S. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12. Hillside 5272, ext. 22. zzz-381

**1947** Owner-driven BEDFORD pantechnic, low-loader, 3-ton, 900 cu. ft., in very good condition throughout. £255. Apply, phone, High Wycombe 2747. zzz-392

A58

### Miscellaneous Vehicles—(contd.)

**ALWAYS** a good selection of pantechnic and bravams from 900-1,200-cu.-ft. capacity, Guy, Vixen, Austin, Morris, etc. Contact the van specialists, Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667.

#### MOBILE SHOPS CANTEENS, ETC.

**MOBILE** publicity and photographic unit built on Austin coach chassis (late 1952); fully equipped photographic darkroom, many extras including Tannoy broadcasting equipment and display facilities, living accommodation for two personnel, length 26 ft. 6 in., good condition, low mileage. Offers to Box CM111, care of "The Commercial Motor". zzz-1111

**ALBION** diesel, side entrance, Fordson side entrance, Bedford, Karrier, also 1959 Austin A152 shops, choice of three, mileage only 600, £700 each. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. zzz-271

#### MUNICIPAL VEHICLES

**SCAMMELL** 3-ton horses, fitted hydraulic equipment for tipper, and Scammell bin carrier trailer, £55.

**LONGMANS GARAGE**, Craven Rd., Ealing 5525. zzz-666

#### TANK WAGONS

**VARIOUS** stainless steel tanks and tankers for disposal, Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. zzz-696

**TWO** articulated 3-compartment 3,200-gal. tankers, in excellent condition. £795 each. Baker, 98-116 Commercial Rd., Phone, Southampton 25252. zzz-7387

**1954 THORNYCROFT** 8-wheeler, 3,600-gallon, 6-compartment tanker, late property of very large petrol concern, clean and well maintained, £1,250.

**1950 A.E.C.** 8-wheeled tanker, 3,600 6-compartment tank, air brakes, 9.6 engine, well maintained.

**SCAMMELL** articulated 1,500-gallon tanker. Trailer in very good order.

**LSC** other tankers in stock. Terms and exchanges.

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**1951 BEDFORD** 1,000-gal. two compartment with pump.

**1945 MAUDSLAY** 1,800-gal., four compartments, with pump.

**1950 A.E.C.** 1,800-gal., four compartments, choice of four.

**1950 DODGE** 7,500-gal., four compartments, with pump.

**1950 BEDFORD** 1,200-gal., with pump.

**1950 BEDFORD** 500-gal., unregistered ex-W.D., £165 each.

**SEVERAL** large-capacity ex-vehicle tanks, 1,500-gal. to 3,600-gal., suitable for storage or vehicles.

**F. A. DOLMAN, LTD.**, 186 Carlton Avenue, H. Southend-on-Sea. Phone, 43262. zzz-201

**BRAND-NEW** Butterfield stainless-steel milk tank, 1,650-gal. capacity, mounted on latest Ford Trader 7-ton chassis and cab, will separate. Apply, Barton Townley, Ltd., Main Ford Dealers, Lancaster. Phone 4317-8-9. zzz-212

**SPARSHATT'S** offer:—

**1955 DENNIS** 7-ton Centaur, fitted with a 1,800-gal., 5-compartment spirit tank, whole vehicle in tip-top condition and of modern appearance. £1,100.

**J. H. SPARSHATT AND SONS, LTD.**, London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60161. zzz-165

**3,600** Gallons, road tanks, choice of three, good throughout. Whalebone Motors, Ltd., 239-241 High Rd., Chadwell-Heath, Essex. Phone, Seven Kings 5282. zzz-43

#### TIPPING LORRIES

**LARGE** quantity brand-new Anthony fixed-side tipping bodies, 5-yd., £32 each; 6-yd., £45 each. Also heavy-duty Garwood tipping ramps only brand new. £15 each. Auto Units (Ealing), Ltd., Ealing 5108. zzz-680

**1953** 7-ton tipper, twin ram, 5-speed box, diesel, 6,53473. 4,400. Fishpans Motor Co., Phone, Bristol 816-7649

**NEW** and used BEDFORD tippers for immediate delivery. City Motors, Botley Rd. Oxford 48021. zzz-17

**BEDFORD** O type tipper in good condition. J. Merrett and Son, Ltd., Burney St., S.E.10. Ore 1252. zzz-326

**1952 A.E.C.** 8-wheeled tipper, double drive, 1.6 engine, air brakes, in good running order.

**1957 FORD** Thames 4D 5-yd. tipper, low mileage, exceptionally clean and in good order, £550.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. zzz-309

**1954** Registered FODEN 8-wheel Pilot tipper, 18-ft. by 2-ft. 6-in. drop-sided body, 900 by 20 tyres.

**D. CROSS** GARAGE, Liverpool Rd., Newcastle, Staffs. Phone, Newcastle, Staffs, 52251. zzz-200

**1953** FORD Thames cab-chassis with P6 engine, good tyres, £125.

**1952** COMMER forward-control 6-yd. tipper.

**1950** COMMER short-wheelbase 6-yd. tipper.

**H. F. A. DOLMAN, LTD.**, 186 Carlton Avenue, H. Southend-on-Sea. Phone, 43262. zzz-203

**FIVE** Austin tippers, 1949, perfect condition, £65 each. One Ford diesel steel-body tipper, good condition, £195. Phone, Havant 1438. zzz-333

**1950 FORD** Elector 5-ton tipper, one owner, perfect condition, £100. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandike 6188. zzz-133

**VARIOUS** 4-, 6- and 8-wheel tippers for sale.

**W. H. SHORT, LTD.**, Newthorpe, Notts. Kimberley 391. zzz-114

**BEDFORD**, October, 1955, long wheelbase diesel, high standard tipper, very clean, one owner, £555. 89 Macfield Rd., Sheffield 29139, 396241. zzz-126

**A.E.C.** 4 by 4, fitted power winch, good condition. Phone 26590. 153 Millbank St., Northam, Southampton. zzz-154

### Miscellaneous Vehicles—(contd.)

**1956 FEDFORD-SCAMMELL** A-type unit, one owner, perfect, £300. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandike 6188. zzz-152

**24** 5-ton Scammell trailer, late type, one owner. zzz-225

**15** 5-ton Scammell 6-ton trailer, late type, £75. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandike 6188. zzz-130

**1955 FORD** P6 tipper, tyres, body, etc., very good condition, £450.

**CAMPBELL SYMONDS AND CO., LTD.**, Forty Avenue, Wembley, Middx. Arnold 7771. zzz-46

#### Tipping Lorries Wanted

**TIPPERS** wanted, Dodge, all models, 1953 onwards, low mileage, Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. zzz-669

#### TRACTORS

**SCAMMELL** ex-W.D. 6 x 4 tractor with winch, first-class order throughout.

**APPLY** Sworder (Motors), London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. zzz-7658

**TWO** 1952 VULCAN tractor units, Scammell coupling, P6 diesel, 2-speed axles.

**TWO** 1955 COMMER tractor units, A6 diesel, dual couplings.

**OFFER** the lot, or will sell separately.

**HAWTHORN GARAGES (NELSON), LTD.**, Heol Fawr, Nelson, Glim. Phone, Nelson 310. zzz-263

#### TRAILERS

**CARRIMORE**, A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

**CARRIMORE SIX-WHEELERS**, Ltd., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. zzz-707

**DYSON** super trailers and semi-trailers.

**THE** best of haul investments.

**R. A. DYSON AND CO., LTD.**, 76-86 Grafton St., Liverpool, 18. Phone, Royal 8434, Grams, "Iantion, Liverpool". zzz-490

**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform, pantechnics and special types.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. zzz-824

**J. CHARLTON**, Commercial vehicles and spares, J. Hypatia St., Bury Rd., Bolton. Phone, Bolton 9671.

**SCAMMELL** trailers, 3-ton, 6-ton, 8-ton. zzz-654

#### TASKERS TRAILERS AND SEMI-TRAILERS.

**FOR** every kind of load between 8-cwt. and 35 tons (or over).

**SUITABLE** for use with the great majority of prime movers; also for Land Rovers, vans and cars.

**QD** Straight-frame semi-trailers, and certain other types, "off the peg".

**COUPLINGS**: S.A.E./S.M.M.T.—Taskers "D-S" automatic—mechanical.

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#### TASKERS OF ANDOVER (1932), LTD.

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Grams, Taskers-Andover-Texas.

London Office: 36 Victoria Street, S.W.1. Phone, Abbey 2202.

Manchester Office: 26 Corporation Street, Manchester, 4. Phone, Deansgate 6009.

Telex 66-249. zzz-923

**15-TON** low-loading semi-trailers, 25 ft. x 8 ft., loading platform, two rear axles, 10.00 by 15 tyres, compressed air brakes, £340 each.

**L. W. VASS, LTD.**, Amptill, Bedford. Amptill 3255. zzz-694

**10-TON** DYSON timber carriage, 40 by 8, £100; 6-ton Brockhouse timber carriage, 27 by 6, twins, £80.

Seen Jones Garage, Adderbury, Banbury. zzz-11

**NEW** heavy-duty 25-ft. 10-11-ton semi-trailers, Scammell coupling, £495.

**NEW** 12-14-ton semi-trailers, s.a.c. pin, £545.

**MERRIWORTH ENGINEERING, LTD.**, London Rd., Darford, Kent. Darford 2610, 5239. zzz-679

**6-TON** platform CARRIMORE, ex-Karrier Boniam, £50.

**3-TON** SCAMMELL, £150 the three.

**LONGMANS GARAGE**, Craven Rd., Ealing 5525. zzz-669

#### YORK SEMI-TRAILERS.

10 TONS UPWARDS.

**SCAMMELL** AND S.A.E. FIFTH WHEEL COUPLINGS, THIRD AXLE CONVERSIONS.

**FOR** ALL MAKES OF FOUR-WHEEL VEHICLES.

SCOTTISH CONCESSIONAIRES:

#### MILLBURN MOTORS, LTD.

GLASGOW, Bell 0073-6.

CARLISLE 25422-3.

PRESTON, Longdon, Leics, 3255-6-7. zzz-88



## Miscellaneous Vehicles—(contd.)

**1950 SCAMMELL** articulated unit with 25-ton low-loader trailer, 20-ft. in well, knock-out axle, air brakes, in very clean and good order, complete with winch, ramps, etc. bargain.

**1952 BEDFORD** with 10-ton low-loader trailer, Scammell coupling, 16-ft. in well, knock-out axle, in first-class order, will separate if required.

**LOW-LOADERS.** We have several 10- and 12-ton low-loaders with knock-out axle in stock. Also numerous semi-low-loaders.

**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 175.

**15-FT., 4-wheel** covered trailer suitable for office or stores van, tyres unmarked, new paintwork. 1175.

**Levion-Goodman,** 115 Crickwood Broadway, N.W.2. Gladsstone 2226.

## Miscellaneous Vehicles—(contd.)

**N.C.H.** Low-loading excavator trailer, knock-out axle on twin 34 by 7 tyres, to front and rear axles. Norman Walker, Anlaby, Hull. 816-216

**YORK tandem-axis semi-trailer,** 17-ton model, 26-ft. platform, used only for limited demonstration.

**ALINGTON MOTOR CO.,** High Rd., Ponders End, Enfield, Middx. Phone. Howard 266. 816-339

**10-TON 10R8 trailer** for sale, in good condition. Erwin Maidstone 87222. 816-407

**20-FT. 8-10-ton SCAMMELL** trailers for sale. Walton Motors, 255 Walton Lane, Liverpool 4. Aintree 1873. 816-300

**TWO SCAMMELL** trailers, 18 and 20 ft., 8-ton, £125 and £225. Edgware 2572. 816-50

## Miscellaneous Vehicles—(contd.)

**Trailers Wanted**

**LOW-LOADING** machinery trailer wanted to carry 7 to 10 tons. W. North, Pontefract Rd., Stourton, Leeds. 10. Phone 76409 or 76022. 816-28

**TRAILER UNDERCARRIAGES**

**DAVIES, S.A.E.,** 8th-wheel coupling, factory reconditioned exchange service and spares. London Rd., Ware, Herts. Ware 489. 816-631

**SERVICE-EXCHANGE** Scammell couplings, immediate delivery, Merrivorth Engineering, Ltd., London Rd., Stone, Stafford. Kent. Darford 2810. 816-647

## MISCELLANEOUS ADVERTISEMENTS

### AUCTIONS

**GODDARD, DAVISON AND SMITH, LTD.**  
THE AUCTION HALLS,  
PUTNEY BRIDGE APPROACH, S.W.8.  
Removes 6101-3.

**SALES EVERY MONDAY**  
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**COMMERCIAL VEHICLES**  
OF ALL DESCRIPTIONS.  
ENTRIES ACCEPTED EVERY WEDNESDAY. 816-379

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**DUE** to expansion Capital Motors, the North London Vauxhall-Bedford Main Dealers, require an experienced commercial-vehicle salesman, excellent opportunity for person of initiative and ability looking for a position with prospects of promotion, salary, excellent commission, pension scheme and car provided. Please apply Capital Motor Co., Ltd., Tottenham Lane, Hornsey, N.8. 816-7622

**SENIOR** bodywork design draughtsman is required for work on specialized light-alloy commercial vehicle bodywork. Applicants should have minimum qualification of O.N.C. and a knowledge of road transport problems (and preferably of bodywork design) together with general engineering and drawing office experience. The post offers scope, interest and variety in an expanding company, where working conditions are ideal in line new premises. Existing holiday arrangement respected. Write in confidence to Production Director, Duramin Engineering Co., Stonefield Way, Ruslip, Middx. 816-7444

**EXPERIENCED** transport representative with existing connections in general and contract A tipper work in West Riding and Lancashire for large haulage undertaking, good salary, car, excellent pension scheme. Details in confidence to Box CM153, care of "The Commercial Motor." 816-7442

**MECHANIC** fully skilled on heavy commercial vehicles, mainly Atkinson and A.E.C. eight-wheelers, required for mobile inspection, monthly service, all parts of the country, modern van equipped for interior working, only fully experienced men willing to travel should apply. Box CM165, care of "The Commercial Motor." 816-8370

**DISPATCH MANAGER** required for company manufacturing number of concrete products in Abingdon, Berkshire, preference given to those having experience of this industry. Applications in full, including salary required, to R. J. Mulnard, Copley Concrete Co. Ltd., Radley Rd., Abingdon, Berks. 816-8369

**A** leading oil company seek for the Midlands (based Birmingham) a personable, energetic automotive engineer for technical sales work in the motor transport field, aged 30-40, H.N.C. an advantage, also appropriate apprenticeship and five years' responsible automotive engineering experience, which must include experience of motor transport fleet operation, necessary training will be given, but the work calls for initiative and self-reliance, excellent prospects, competitive salary, pension scheme and other benefits. Applications in confidence to Box CM164, care of "The Commercial Motor." 816-248

**TRANSPORT MANAGER** required for large manufacturing business on the north east coast. Must have had considerable previous experience and be able to control an extensive fleet of vehicles both commercial and private. Please write, giving full details of age, experience, etc., to Box CM167, care of "The Commercial Motor." 816-215

**ASSISTANT Sales Manager,** car and commercial required by Routes Group main dealers. Position offers excellent prospects of promotion. Flat available, pension scheme. Write giving full particulars to E. H. Pickford and Co. Ltd., 39 Duffield Rd., Derby. 816-8266

**CERTIFYING OFFICERS:** Ministry of Transport and Civil Aviation. Pensionable posts, two in London and one in Cardiff, for men or women aged at least 35 on 1.6.59, who have achieved A.M.I.Mech.E. and are fully qualified automobile engineers. Certifying officers are responsible under the Traffic Acts for the mechanical examination and maintenance of public service and goods vehicles, and supervision of schemes for testing private cars. Men's salary (London) £1,324-£1,780. Starting pay may be above minimum. Promotion prospects. Write Civil Service Commission, 17 North Audley St., London, W.1, for application form quoting S.4992/59. Closing date July 1, 1959. 816-1

**MANAGER** required by the London office of an A Licence road haulage organization, must be experienced and capable of the administration and development of its long distance business, car provided, minimum salary £850 per annum. Box CM161, care of "The Commercial Motor." 816-3

### Miscellaneous Advertisements (contd.)

#### GENERAL MANAGER.

**A WELL-ESTABLISHED EXPANDING FIRM OF COMMERCIAL VEHICLE BODYBUILDERS, NEAR LONDON, SEEKS A GENERAL MANAGER TO BE RESPONSIBLE FOR PRODUCTION PLANNING, ORGANIZATION, DESIGN AND DEVELOPMENT. WIDER RESPONSIBILITIES AND A DIRECTORSHIP MAY FOLLOW.**

**STARTING SALARY NOT LESS THAN £1,500, PLUS PROFIT SHARE.**

**THIS POST OFFERS CHALLENGE AND OPPORTUNITY TO A LIVELY ENTERPRISING ENGINEER AGED 35-45 EDUCATED TO H.N.C. OR DEGREE STANDARD WITH SOUND GENERAL MANAGEMENT ABILITY AND WORKS MANAGEMENT EXPERIENCE EITHER IN COMMERCIAL VEHICLE BODYBUILDING OR IN ENGINEERING CAPITAL EQUIPMENT MANUFACTURE.**

**WRITE BRIEFLY, IN STRICT CONFIDENCE**

**THE MANAGING DIRECTOR (WA. 33),**

**EXECUTIVE APPOINTMENTS, LTD.,**

**78 WIGMORE STREET,**

**LONDON, W.1.** 816-8

#### SENIOR TRUCK DESIGNERS.

**THE** Rootes Group Truck Division requires senior chassis designers. Applicants should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods. Excellent working conditions with pension scheme. Apply in strict confidence with fullest personal details to the Secretarial Department, Commer Cars, Ltd., Luton, Beds. 816-20

#### THE B.E.T. FEDERATION LTD.

**ASSISTANT Engineer:** Applications are invited to fill the position of an Assistant Engineer, in the Engineering Department of the B.E.T. Federation Ltd., Stratton House, Piccadilly, London, W.1.

**APPLICANTS** should be between the ages of 25 and 35 years and have served a recognized apprenticeship with a manufacturer of C.I. engine heavy road vehicles, and possess the H.N.C. in Mechanical Engineering or equivalent qualifications.

**EXPERIENCE** in the operation and maintenance of Public Service Vehicles would be an advantage.

**APPLICATIONS,** which will be treated in confidence, should be in writing, under confidential cover and marked "Assistant Engineer," and addressed to The Chief Engineer at the above address, stating full name and address, age, whether married or single, details of general and technical education, qualifications, brief particulars of experience, present position and salary, date when free to commence duties and salary required. 816-34

**FIRST-CLASS** brush painter for commercial vehicles. Top rates. CH 2920. 816-24

**GARAGE Foreman** required for maintenance and overhaul of large fleet of diesel and petrol vehicles in Germany. Skilled in all branches of motor repair and garage administration. Three year contract, single man preferred. Excellent working conditions. Apply Male Staff Officer, N.A.A.F.I., Kensington Way, S.E.11. 816-15

**T. HALLETT, LTD.** requires young man for their storage and distribution division. Applicants interested in this increasingly important aspect of road transport should write in first instance giving details of previous experience if any to T. Hallett, Ltd., 169-171 Crickwood Broadway, N.W.2. 816-14

**EXPERIENCED** commercial salesman required, excellent opportunity for right man. Write in confidence to Green Motors, Ltd., Morris-Commercial Distributors, 86-88 Commercial St., Newport. 817-7641

### Miscellaneous Advertisements (contd.)

**Fiji Islands.** British company require thoroughly experienced assistant for the motor or parts department. Age under 30, married or single, situation permanent and pensionable, excellent conditions and climate. Write to Box No. 2603 c/o Charles Barker and Sons, Ltd., Gateway House, London, E.C.4. 816-12

**A** South-east London road transport firm requires an experienced and 25-30 years, local and long-distance experience essential. Good prospects, salary £12 per week. Box CM162, care of "The Commercial Motor." 816-4

### TENDERS

**ORPINGTON URBAN DISTRICT COUNCIL.**  
**TENDERS ARE INVITED FOR THE SUPPLY OF ONE NEW BEDFORD 35-CWT. LORRY WITH DIESEL ENGINE.**

Specification and tender forms may be had on application to the Engineer and Surveyor, Civic Offices, The Walnuts, High Street, Orpington, Kent.

**A 1944 DENNIS 2-TON LORRY AND A 1947 AUSTIN CAR TO BE TAKEN IN PART EXCHANGE.**

Tenders to be submitted to me in plain sealed envelopes by not later than 12 noon on July 16.

The Council do not bind themselves to accept the lowest or any tender.

**STEPHEN KING,**

Clerk and Solicitor.  
Crofton Rd., Orpington, Kent. 816-256

### BY ORDER OF THE MINISTER OF SUPPLY

#### SALE BY TENDER

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L. H. BAINES,  
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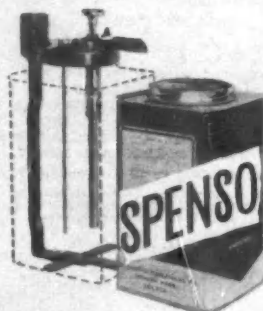
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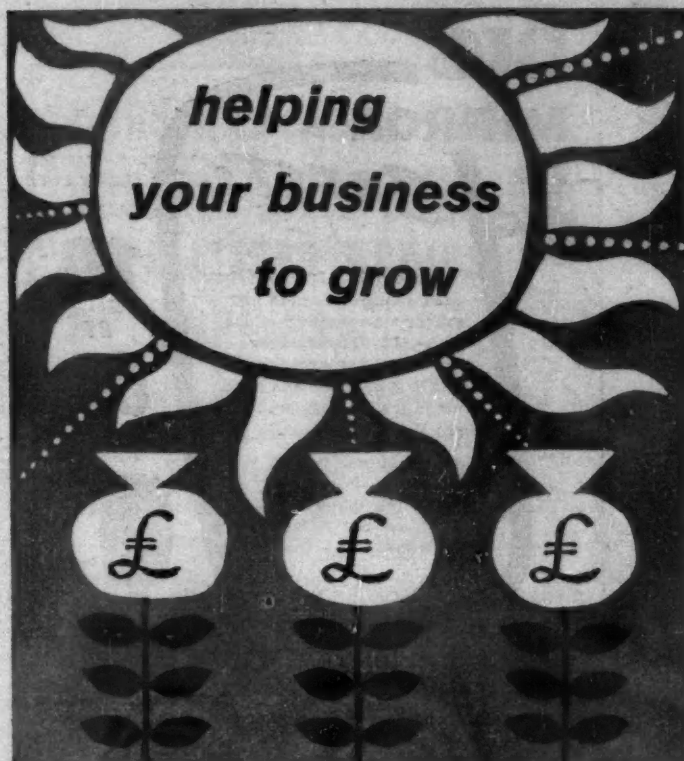
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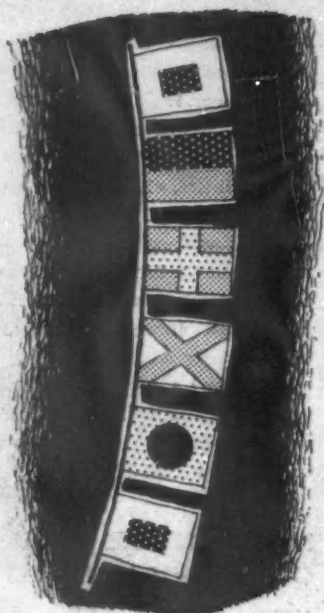
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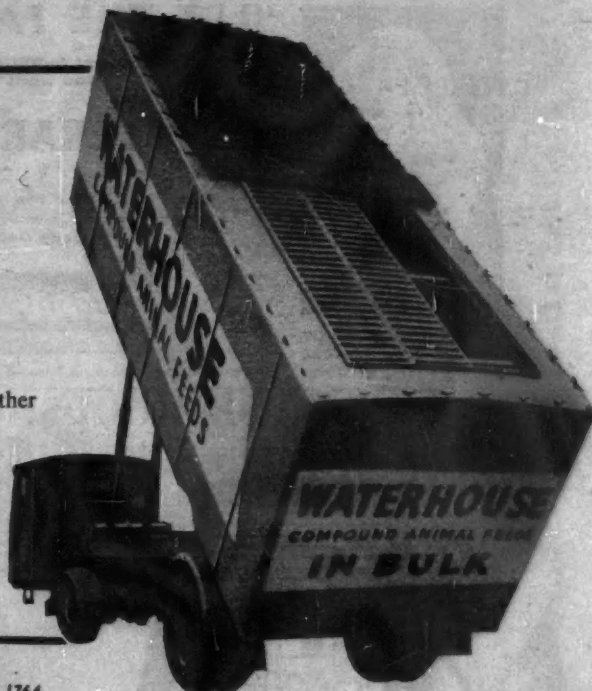
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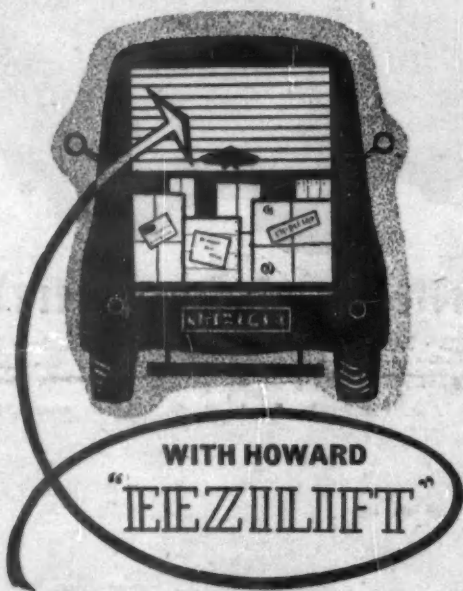
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